



# King's Lynn Conservancy Board

Competent Harbour Authority

# Introduction.

- Captain Patrick Jary.
- Harbour Master & Chief Executive of KLCB since 2017.
- Qualified Pilot at KLCB.
- Joined the British Merchant Navy in 1985.
- Served as Master for 7 years in British Merchant Navy.
- Born in King's Lynn.



# Why the King's Lynn Conservancy Board was formed.

Prior to 1898 The King's Lynn Corporation, the local governing body for the town, were responsible for safeguarding the port and approaches of King's Lynn.

Following a marine disaster in which the merchant vessel "Wick Bay" sank in the approaches to King's Lynn thus blocking the route to the port, the Government realised the need for a specialised marine body to be formed to ensure the safety of navigation and to conserve the port, harbour and approaches.

In 1898 the King's Lynn Conservancy Board was formed by Act of Parliament. The Board was to be populated by local interested individuals including Mayors, Councillors, Businessmen, relevant stakeholders, local dignitaries and Harbour Master.

The King's Lynn Conservancy Board is a Trust Port, a self-financing, non-profit making organisation, deriving its income from users of the Port of King's Lynn, and Navigational marks in the Wash.

It receives no financial assistance from the Government or the Local Authority, but like any other commercial concern it relies on balancing income in relation to expenditure for its successful operation.

# About the King's Lynn Conservancy Board.

- King's Lynn Conservancy Board is the Statutory Port and Harbour Authority, and is responsible for the safe navigation of all the users of the river Great Ouse and approaches within its area of jurisdiction.
- This area extends from Stowbridge to Hunstanton encompassing the South-eastern part of the Wash.



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

- In the year 2000 The Government required that all UK Trust Ports had to ensure that all policies & procedural systems were fit for purpose and met a modern standard of requirements.
- The result was the implementation of The King's Lynn Conservancy Board Harbour Revision Order 2001 which ensured that safe, standardised and systemic operational practices were adhered to under the Government's Port Marine Safety Code.
- The number of Board members was reduced from twenty one to twelve to ensure efficiency.
- The Guiding principles for the appointment process are Responsibility, Merit, Independence, Equal opportunities, Probity, Openness, Transparency and Proportionality.

# KLCB Overview

- The King's Lynn Conservancy Board employs fourteen staff providing a 365 day a year service, covering all functions from pilotage, port information service, port operations, pilot cutter, tug and buoy maintenance crews and administration.
- The Board operates two Pilot cutters "St. Ann" & "United" to transfer the pilots to and from ships in the Wash.
- The Tug "Conservator" is used to assist the larger vessels dock and undock safely and also provides emergency towage cover in the port and its approaches.
- The workboat "St. Edmund" is used to maintain and move the navigation marks in the constantly changing approach channel.
- The Board owns and maintains over 40 buoys and 12 beacons, which are deployed in the approach channel. The Lightbuoys and Beacons are solar powered and the Buoys are changed and refurbished after 2 years on station.



# Contingency Planning.

- The Board has its own Emergency plan, Pollution response plan and Waste management plan - all approved by the Maritime Coastguard Agency.
- The officers and staff constantly maintain proficiency by attending the required training courses for all marine and emergency response matters.
- The International Ship and Port Facility Security (ISPS) Code as implemented by Government requires that all ports have their own Port Security Plan. The Board's in place Security plan has been approved by the Maritime Security Department at the Department of Transport.
- The Board has to keep planning ahead to keep pace with the changing needs of the marine sector as well as to meet the requirements of legislation. It needs to invest in proven technology and equipment to meet the demands of a thriving port.

# The way forward.

- The implementation of the financial plan will effectively direct the Boards attention to areas where action is needed to overcome any potential difficulties, and ensure that the users of the Port, and the Boards staff can carry out their day-to-day business in as safe an environment as possible.
- To implement the best practices of the Port Marine Safety Code and to assist in developing the potential of the Port of King's Lynn for the benefit of all.
- To measure the progress and assess value for money in all operations and expenditure, the Board has developed indicators and targets, which are used when presenting management information.



# Openness, Accountability and fit for Purpose.

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

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

Minutes of the meetings and the Annual performance report are produced and are available for inspection at the Harbour Office.

# King's Lynn Conservancy Board

## Operational statistics.

- In 2022 KLCB assisted with the transportation of 444,273 tonnes of cargo through the port.
- In 2022 KLCB handled 412 safe shipping movements with an average GT per vessel of 2386 tonnes.
- The longest vessel to visit was the Sormovskiy 3042 at 121 metres LOA.
- KLCB owns and manages 49 lighted Aids to Navigation within their role as Local Lighthouse Authority.
- KLCB owns and operates 6 vessels which are certified under the UK Workboat Code Technical Standards.



# Harbour Masters since the formation of King's Lynn Conservancy Board in 1898.

- The Harbour Master is an employed marine expert who runs the day to day operations of the Harbour Authority and works with the full board to ensure compliance to all legislation and regulations.
- List of Harbour Masters;
- A.H.Brown from 16-05-1898 to 09-05-1907.
- A.E.Holmes from 11-07-1907 to 01-01-1944.
- Captain John Nicholson from 01-01-1944 to 31-12-1967.
- Captain David Garside from 31-12-1967 to 01-05-1999
- Captain John Lorking from 01-05-1999 to 16-03-2017.
- Captain Patrick Jary from 16-03-2017 to present day

# The Wash Environment

- The Wash is a special place, with many unique marine species and habitats and to safeguard these the following designations were created;
- Marine Protected Area (MPA)
- Special Protection Area (SPA)
- Special Area of Conservation (SAC)
- Site of special scientific interest (SSSI)

King's Lynn Conservancy Board are a core member of the Wash & North Norfolk Marine Partnership - the organisation that manages the delivery of statutory duties to The Wash Protected Area network to ensure that the maritime heritage is sustained as part of the marine environment.



# Any questions ?

