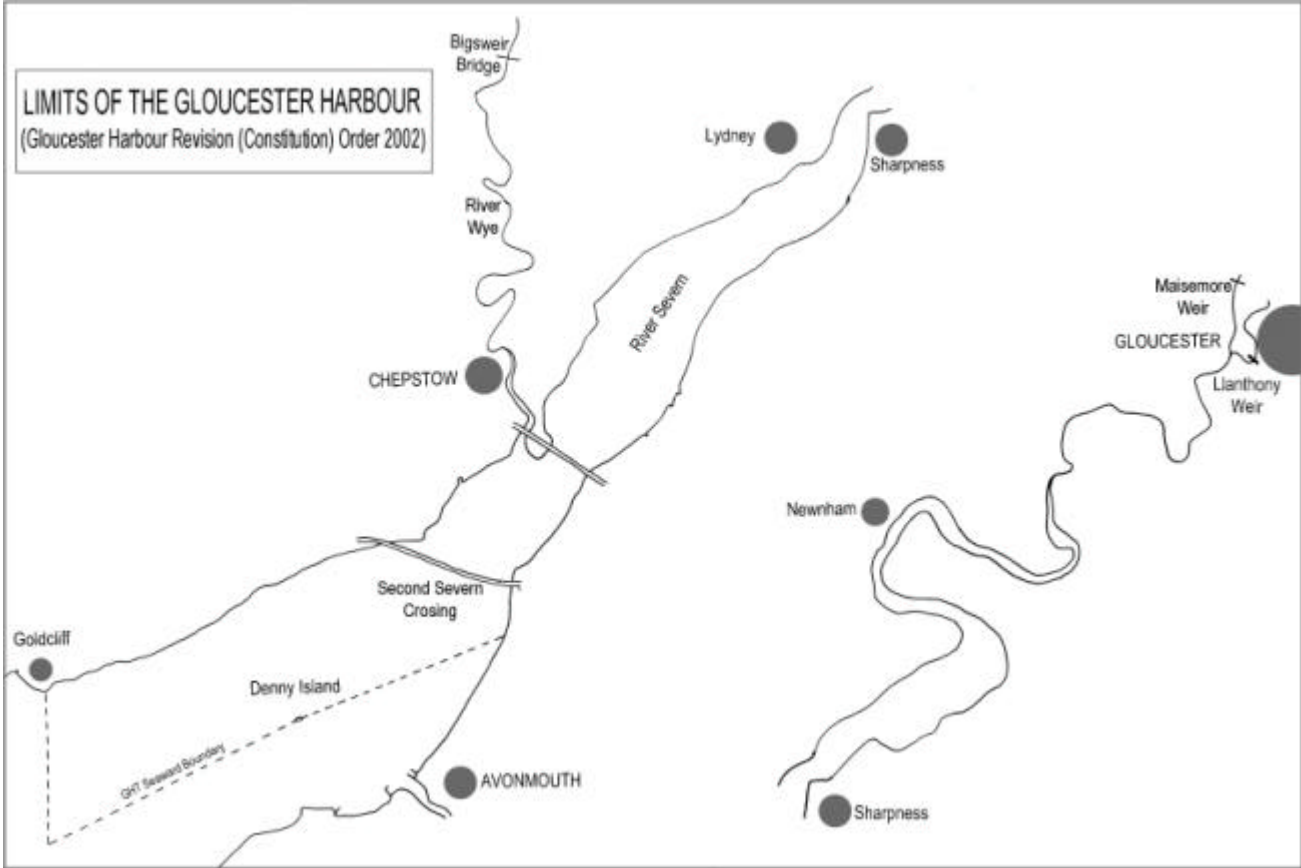




**ANNUAL REPORT AND
ACCOUNTS**

**FOR YEAR ENDED
31 MARCH 2006**

MAP OF GLOUCESTER HARBOUR



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Report of the Trustees
for the year ended 31 March 2006

GHT OFFICE: Navigation House, The Docks, Sharpness, Berkeley, GL13 9UD

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TRUSTEES

Name	Category
Tom Appleby	Environmental Interest
Basil Booth	Environmental Interest
Edmund Dorman ¹	Chairman
Robert Hall ²	Community Interest
Michael Johnson	Principal Operational Officer
Carl Merry	Maritime Interest
Barry Leat	Maritime Interest
John Powell ¹	Community Interest
Edward Renshaw	Maritime Interest
Garry Strickland	Maritime Commercial Interest
Colin Whiteside ³	Community Interest

¹ Re-appointed 1 January 2006

² Retired 31 December 2005 at end of term of office

³ Appointed 1 January 2006

TRUSTEES' ATTENDANCE RECORD

Trustee	Possible Attendances	Actual Attendances
Tom Appleby	7	6
Basil Booth	7	6
Edmund Dorman	7	7
Bob Hall	5	5
Mike Johnson	7	7
Barry Leat	7	6
Carl Merry	7	7
John Powell	7	5
Ted Renshaw	7	5
Garry Strickland	7	6
Colin Whiteside	2	2

BACKGROUND INFORMATION ABOUT THE TRUSTEES

Ten Trustees are appointed for terms of three years under the Gloucester Harbour Revision (Constitution) Order 2002. Part of the Board retires each year and applications are invited in successive years from those with an interest or expertise in maritime, community, environmental or maritime commercial matters. GHT's Principal Operational Officer is also a Trustee ex officio.

The Trustees are responsible for the overall strategy and performance of the Authority. They are not appointed as representatives of any organisation or interest and, apart from the Chairman, receive no remuneration, other than occasional expenses in carrying out their duties and functions.

Tom Appleby

Solicitor with commercial and environmental experience currently undertaking a research project at Bristol University related to the fishing industry; involvement in the Community of Arran Seabed Trust; keen sailor

Basil Booth

Farmer, County Councillor, member of Regional Flood Defence Committee, member of ASERA

Edmund Dorman (Chairman)

Shipowner/ship management; timber sales consultant

Mike Johnson

GHT's Marine Officer – appointed a Trustee as Principal Operational Officer under the 2002 HRO

Barry Leat

Metallurgist HND Dip Met; retired after career in aerospace, now a consultant; member of Royal Yachting Association; experienced dinghy sailor and yachtsman

Carl Merry

Licensed Gloucester Pilot

John Powell

Editor of the Forest of Dean & Wye Valley Review; local fishing and estuarial interests

Ted Renshaw

More than 35 years experience as a port agent and freight forwarder; FICS BA (Business Studies); Chartered Shipbroker

Garry Strickland

General Manager of Sharpness Dock Ltd, the port operator at Sharpness

Colin Whiteside

Local resident; retired chartered accountant with wide experience in commercial and public service organisations



The Trustees

OFFICERS

Marine Officer	Mike Johnson Eng Tech AMIIE AMNI
Clerk / Treasurer	Susie Oakley ACIS (until August 2005)
Finance Officer	May Wen Ames ACA (from September 2005)
Administrative Officer	Rosemary Elsey
Duty Harbour Master	Capt Keith Badsey MNI

The day to day running of the Authority is carried out by a small staff based at Sharpness who report to the bi-monthly meetings of the Trustees. Susie Oakley left GHT in August 2005 and her role was split between a newly appointed part-time finance officer and a part-time administrative officer. The full-time Marine Officer is responsible for maintaining the pilot watch radar system and supervising the maintenance of the other navigation aids including lights, buoys, beacons and daymarks. He is also responsible for environmental management issues.

The British Waterways Harbour Master at Sharpness acts as the Trustees' Duty Harbour Master under contract arrangements between the Trustees and BW.

The licensed Pilots are self-employed but one acts as Duty Pilot on a rota basis and is deemed to be an officer of the Trustees during his period of duty.

May Wen Ames

Qualified accountant with experience in a number of organisations involved in commercial and public service work – appointed September 2005

Mike Johnson

Former merchant marine officer with an engineering / technical background and considerable experience of ocean-going yachts as Yachtmaster - appointed January 1997

Capt Keith Badsey

Duty Harbour Master of GHT and British Waterways Harbour Master at Sharpness
Certificate of Competency Class 1 (Master Mariner), MNI – experience in harbour management

Rosemary Elsey

Provides administrative support to the Trustees and acts as Clerk – appointed April 1997

PROFESSIONAL ADVISERS

Parliamentary Agents	Bircham Dyson Bell, London
Solicitors	Rowberry Morris, Gloucester / BPE Cheltenham
Bankers	Lloyds TSB Bank plc
Auditors	Griffiths Marshall, Gloucester
Insurance Broker	J L Fisher & Co, Gloucester
Environmental Consultant	Jan Brooke Environmental Consultant Ltd

In addition to its own expertise, GHT will engage such professional advice as is believed necessary to ensure that decisions made are best advised and that the activities of the Harbour Authority meet all requirements and standards.

INTRODUCTION

GHT is the competent harbour authority for the Gloucester Harbour. Its main duties and responsibilities are to provide a pilotage service, to provide and maintain navigation aids and generally to ensure the safety of navigation within the Gloucester Harbour. GHT is a statutory body and the Gloucester Harbour is classed as a Trust Port. Its powers are derived from general legislation and local Acts and Orders. The Trustees aim to break-even taking one year with another and any profits must be reinvested for the benefit of the Harbour.

The Gloucester Harbour covers a large area of the Severn commencing seawards of the Second Severn Crossing and ending at the weirs at Llanthony and Maisemore near Gloucester. It also includes the River Wye downstream of Bigsweir Bridge. (A map of the area appears inside the cover to this report.)

The traffic includes commercial vessels arriving at and departing from Sharpness Dock and pilotage is compulsory for vessels over 100 dwt. This service is provided by pilots licensed by GHT. A sand dredger also operates in the Gloucester Harbour, with leisure craft making up the remainder of the traffic. Both the docks and the dry dock at Sharpness are operated by private sector companies and the Trustees do not own or operate any docks, quays or loading/unloading facilities.

AIMS AND OBJECTIVES

The Trustees have, as their overriding consideration, the safety of navigation within the Gloucester Harbour, which is achieved through the provision of a pilotage service and aids to navigation.

The Trustees aim to run an efficient, effective and economic operation for the benefit of all stakeholders, with whom they maintain regular contact. The twice yearly meetings of the Advisory Body set up under the 2002 HRO provide a forum for discussion of matters of mutual interest.

The Trustees aim to modernise the navigation aids whenever the opportunity arises, especially where this reduces the costs of on-going maintenance and improves performance and reliability and/or has environmental benefits.

SAFETY

Safety continues to be of paramount importance to the Trustees who adopt practices and put in place controls to ensure that wherever possible the Harbour is operated safely and efficiently so as to safeguard the Harbour, its users and stakeholders and that these measures protect the environment of the Harbour. The Trustees are committed to performing their duties and responsibilities in a safe and efficient manner.

Capt Ian Coppack, the designated person for the Gloucester Harbour under the Port Marine Safety Code, reviewed GHT's documentation and procedures in September 2005 and was satisfied that these complied with the standards set by the Port Marine Safety Code. The Chairman confirmed GHT's continued compliance with the Port Marine Safety Code to the MCA in September 2005.

A recent incident when a piloted vessel collided with a yacht moored at night in the main shipping channel, in contravention of the Collision Regulations and GHT's byelaws, gave cause for concern. Fortunately, there had been no injuries and little damage, but the incident demonstrated a worrying lack of awareness by leisure craft of the dangers of navigating in this area. Local yacht clubs were reminded of the regulations and asked to bring this matter to the attention of their members.

Work to refurbish the gates at the entrance to Sharpness Dock basin had been scheduled by British Waterways for August 2006, but this has been delayed because of budgetary constraints. GHT has pressed BW to ensure that this work would now be undertaken in 2007. In the meantime, a project to stabilise the jetties on the north side of the basin is in progress and due to be completed during 2006. Concerns about the extent to which the lock gates and entrance gates protrude from their recesses and the lack of dredging in the dock entrance are regularly brought to the attention of British Waterways.

The mooring buoy from the Northwick Anchorage remains off-station and the need for its reinstatement continues to be reviewed from time to time.

ENVIRONMENT

The Trustees have environmental duties placed upon them by both British and European legislation. In particular, this requires GHT to have regard to the environmental impact of any proposed works or activities in the Harbour. Two applications received in 2003 for licences to dredge sand from the Bedwyn Sands and North Middle Grounds have still to be determined and are being considered by various environmental and other agencies. GHT, as a consenting authority to be consulted as appropriate on navigational and safety issues, made an initial assessment of the issues raised by these applications. Further participation in the licensing process depends greatly on the outcome of consultation with other statutory bodies.

The Trustees have close links with the bodies which will be responsible for the management of the River Wye (Marine) Special Area of Conservation (SAC), and Severn Estuary pSAC, which has yet to be put forward for designation. GHT continues to consult English Nature, the Countryside Council for Wales and the Environment Agencies on matters of mutual interest in relation to the Severn Estuary and River Wye.

PILOTAGE

The pilotage service is provided by the self-employed pilots who make up the Gloucester Pilots Partnership. Three pilots are currently licensed by GHT and traffic levels are closely monitored to ensure that the work can be managed safely by this number. The level of traffic through the port has fluctuated during the year and ended slightly down on the previous year. Consequently, it is unlikely that a fourth pilot will be recruited in the immediate future.

A pilotage exemption certificate is issued to a dredger operator working in the Gloucester Harbour.

AIDS TO NAVIGATION

A regular programme of planned maintenance is in place. Availability of the aids to navigation continues to be virtually 100%. The annual inspection by Trinity House was once again very satisfactory and the local aids to navigation were found to be in "good and efficient order". The Pilot Watch Radar system has worked well during the year.

The Bull Beacon was replaced during the summer and its maintenance is now the responsibility of GHT.

ADMINISTRATION

Following the departure of Susie Oakley, there was an internal reorganisation of responsibilities among the staff. A new part-time Finance Officer has been appointed and administrative matters dealt with by the part-time Administrative Officer. The full-time Marine Officer takes the lead in all technical and environmental matters.

Progress has been made concerning the amendment of the Byelaws to cover the extension to the Harbour limits under the 2002 HRO. The Department for Transport has finally agreed a form of words which has now been formally advertised in the local press. It is hoped that the new Byelaws will be signed off and come into effect during May 2006.

The Advisory Body continues to provide a useful forum for organisations with an interest in the work of the Trustees to exchange views and question Trustees and their officers on any matters of concern. A series of presentations from different members describing their involvement in the Harbour area has been of particular interest.

FINANCE

The Trustees derive most of their income from the charges levied on ships coming to or going from the port of Sharpness. Their financial stability is, therefore, dependent on the level of traffic using the port.

The Trustees agreed to maintain an unchanged rate for Harbour Dues for 2005/2006. Trade was slightly down on last year, but the overall picture was in line with expectations. Although trade continues to fluctuate making it difficult to predict financial performance with certainty, the Trustees have agreed to hold the Harbour Dues at the current rate, though this situation will be kept under careful review.

Commercial shipping movements through the harbour in 2005/06 totalled 1,111,088 dwt, a decrease of 36,084 dwt on the previous year. However, this level of trade, coupled with careful management of costs, has led to a small surplus of £32,410. The stronger performance of the last two years has, as intended, gone some way to making good the losses of previous years.

In view of the continuing healthy financial situation it has been possible to make further repayments on the loan outstanding on Navigation House, which will reduce the amount of interest paid.

- **Second Severn Crossing Account**

This self-balancing account is used to record the expenditure incurred on the radar installations and the four navigation beacons installed to ensure the safe passage of vessels following the construction of the Second Severn Crossing. All the costs, plus a proportion of the Marine Officer's time and associated overheads, are recovered from the Highways Agency who in turn recharge part of the costs to Severn River Crossing Plc.

OTHER ACTIVITIES

During the year the Trustees have, either by invitation or in their role as statutory consultees, provided comment or responses to several proposals and studies, including:

- National Maritime Security Strategy
- Severn Estuary Ports Panel
- Lydney Docks Partnership
- River Severn SSSI Management Plans

The Trustees remain members of the British Ports Association and regularly participate in meetings of the South West Regional Ports Association and contribute to ASERA (Association of Severn Estuary Relevant Authorities) consultations.



Buoy maintenance works, River Severn



Sailing under the Severn Bridge

GLOUCESTER HARBOUR TRUSTEES

Report of the Auditors to the Trustees of Gloucester Harbour Trustees

We have audited the financial statements of Gloucester Harbour Trustees on pages 16 to 31 for the year ended 31 March 2006. These financial statements have been prepared under the historical cost convention and the accounting policies set out therein.

This report is made solely to the trust's trustees, as a body, in accordance with the requirements of the appropriate elements of Statutory Harbour Undertakings Regulations 1983, Companies Act 1985, Section 42 of Harbours Act 1964 as inserted by the Transport Act 1981 and as amended the Statutory Harbour Undertakings (Pilotage Accounts) Regulations 1988. Our audit work has been undertaken so that we might state to the trustees those matters we are required to state to them in the auditor's report and for no other purpose. To the fullest extent permitted by law, we do not accept or assume responsibility to anyone other than the trust and the trustees as a body, for our audit work, for this report, or for the opinions we have formed.

Respective responsibilities of the Trustees and Auditors

The Trustees are responsible for the preparation of the financial statements in accordance with applicable law and United Kingdom Accounting Standards (United Kingdom Generally Accepted Accounting Practice).

Our responsibility is to audit the financial statements in accordance with relevant legal and regulatory requirements and International Standards on Auditing (UK and Ireland).

We report to you our opinion as to whether the financial statements give a true and fair view and are properly prepared in accordance with the Companies Act 1985. We also report to you if, in our opinion, the trustees' report is not consistent with the financial statements, if the entity has not kept proper accounting records or if we have not received all the information and explanations we require for our audit, or if information specified by law regarding trustees' transactions is not disclosed.

We read the trustees' report and consider the implications for our report if we become aware of any apparent misstatements within it.

Basis of opinion

We conducted our audit in accordance with auditing standards issued by the Auditing Practices Board . An audit includes examination, on a test basis, of evidence relevant to the amounts and disclosures in the financial statements. It also includes an assessment of the significant estimates and judgements made by the trustees in the preparation of the financial statements, and of whether the accounting policies are appropriate to the trust's circumstances, consistently applied and adequately disclosed.

We planned and performed our audit so as to obtain information and explanations which we consider necessary in order to provide us with sufficient evidence to give reasonable assurance that the financial statements are free from material misstatement, whether caused by fraud or other irregularity or error. In forming our opinion we also evaluated the overall adequacy of the presentation of information in the financial statements.

Opinion

In our opinion the financial statements give a true and fair view of the state of affairs of the trust at 31 March 2006 and of the profit for the year then ended and have been properly prepared in accordance with the appropriate elements of Statutory Harbour Undertakings Regulations 1983, Companies Act 1985, Section 42 of Harbours Act 1964 as inserted by the Transport Act 1981 and as amended the Statutory Harbour Undertakings (Pilotage Accounts) Regulations 1988.

Also the information given in the trustees' report is consistent with the financial statements.

Griffiths Marshall
Chartered Accountants and Registered Auditors
Beaumont House
172 Southgate Street
Gloucester
GL1 2EZ

Dated: 11th August 2006

GLOUCESTER HARBOUR TRUSTEES

GHT Main income and expenditure account for the year ended 31 March 2006

	Notes	2006 £	2005 £
Income	2	418,315	431,541
Expenditure	3	367,703	365,586
		————	————
Operating surplus before Depreciation and interest		50,612	65,955
Provision for depreciation	8	(13,272)	(13,447)
Interest on overdue corporation tax		(141)	-
Profit/(loss) on disposal of Investments	11	3,513	(2,474)
		————	————
Net surplus before taxation	4	40,712	50,034
Corporation tax at 19% (2005 - 19%)			
Current	5	(7,169)	(8,844)
Deferred taxation	6	(1,133)	-
		————	————
Net surplus for the year	12	32,410	41,190
		=====	=====

GLOUCESTER HARBOUR TRUSTEES

Second Severn Crossing income and expenditure account for the year ended 31 March 2006

	2006	2005
	£	£
Income		
Income from Highways Agency	54,885	50,957
	=====	=====
Expenditure		
Maintenance of Beacons & Radar	47,284	43,577
Transfer of overhead recoveries to Main account	7,601	7,380
	—————	—————
	54,885	50,957
	=====	=====

GLOUCESTER HARBOUR TRUSTEES

Northwick Anchorage Account for the year ended 31 March 2006

	2006	2005
Income	£	£
Reimbursement of Direct Costs on Ship Protection Work by Severn River Crossing Plc	1,300	745
Administration Charge @ 5% of Direct Costs	65	37
	—————	—————
	1,365	782
	=====	=====
 Revenue Costs	 1,300	 745
 Administration Costs	 65	 37
	—————	—————
	1,365	782
	=====	=====

GLOUCESTER HARBOUR TRUSTEES

Balance Sheet - 31 March 2006

	Notes	2006 £	2005 £
Fixed assets			
Tangible assets	8	138,550	151,822
		_____	_____
		138,550	151,822
		_____	_____
Current assets			
Debtors: due within one year	9	54,986	87,140
Bank balances		85,358	46,095
Cash		100	100
Other Investments	11	258,791	251,425
		_____	_____
		399,235	384,760
Current liabilities			
Creditors: amounts falling due within one year	10	71,398	79,140
		_____	_____
Net current assets		327,837	305,620
		_____	_____
Total assets less current liabilities		466,387	457,442
Long Term Liabilities			
Creditors: amounts falling due After more than one year	10	83,426	108,024
		_____	_____
Total Assets less Total Liabilities		382,961	349,418
Provisions for liabilities and charges	6	1,133	-
		_____	_____
Net assets		381,828	349,418
		=====	=====
Capital and reserves			
Income and expenditure reserve	12	381,828	349,418
		=====	=====

**Trustees report
for the year ended 31 March 2006**

We approve on behalf of the Trustees the accounts on pages 16 to 31 and confirm that all information necessary for their preparation has been made available. The accounts were approved by the Trustees on 21st July 2006.

E Dorman (Chairman)

M W Ames (Finance Officer)

Dated: 21st July 2006

GLOUCESTER HARBOUR TRUSTEES

Notes to the accounts for the year ended 31 March 2006

1 Principal accounting policies

The financial statements have been prepared in accordance with applicable Accounting Standards in the United Kingdom. A summary of the more important accounting policies, which have been applied consistently, is set out below.

Basis of Accounting

The financial statements have been prepared on the historical cost basis of accounting.

Tangible fixed assets

Tangible fixed assets are stated in the balance sheet at cost less depreciation.

Depreciation is calculated on a straight line basis so that tangible fixed assets are written off over their estimated useful lives on a straight line basis at the following rates:

Motor vehicles	20%
Office equipment and furniture	20%
Trade equipment	20%
Building	4%

Turnover

Turnover, which excludes value added tax, represents predominately the value of light dues and pilotage fees due for the year.

Deferred taxation

Deferred tax is provided in full in respect of taxation deferred by timing differences between the treatment of certain items for taxation and accounting purposes. The deferred tax balance has not been discounted.

Deferred tax is not provided on timing differences arising from the revaluation of fixed assets where there is no commitment to sell the asset.

Other Investments

Investments are valued at historical cost less any provision made for permanent diminution in value.

GLOUCESTER HARBOUR TRUSTEES

Notes to the accounts for the year ended 31 March 2006

2 Income	2006	2005
	£	£
Harbour Dues (Pilotage & Conservancy)	365,790	377,192
Other Pilotage Exemption Certificate Income	290	410
Other Conservancy Dues Income	2,966	6,504
	<u>369,046</u>	<u>384,106</u>
Contribution towards repairs, maintenance and lighting:-		
Magnox BNFL	11,075	10,135
Interest received	5,587	4,070
Other Interest received	85	95
Hire of GHT Boat	780	520
Reimbursement of overheads from Highways Agency	7,601	7,380
Reimbursement of overheads from SRC	65	37
Licensing fees received	59	-
Dredging licence costs recovered	-	4,622
Harbour Works Licence Income	-	613
Dividend income	4,937	4,793
Navigation House Rental & Service Charges Income	19,080	15,170
	<u>418,315</u>	<u>431,541</u>
	=====	=====

GLOUCESTER HARBOUR TRUSTEES

Notes to the accounts

for the year ended 31 March 2006

3 Expenditure

	2006	2005
	£	£
Conservancy		
Repairs and Maintenance:-		
Planned	20,117	3,851
Lighting supplies	2,116	2,833
Workshop Accommodation costs	7,737	4,035
Vehicle costs (excl Depreciation)	1,021	1,145
Boat costs (excl Depreciation)	2,205	1,128
Lights maintenance contract	11,321	11,917
Navigation House Costs (excl Depreciation)	13,174	16,854
Establishment and administration costs	48,723	49,813
Marine Officer costs	13,691	13,381
Digital Archiver Maintenance	788	307
Radio Licence fees	100	-
Audit fee	2,821	2,871
Legal Advice	1,189	-
Subscriptions	1,937	1,517
River Surveys	2,920	2,772
Aggregate Dredging Licence Costs	-	3,672
Oil Spill Counter Pollution Measures	-	523
Investment administration charges	3,344	2,066
	-----	-----
	133,204	118,685
	=====	=====
	2006	2005
	£	£
Pilotage		
Pilotage contract	196,577	210,097
Boarding and landing fees	30,563	29,815
Pilots' lodge facilities	6,859	6,666
Duty Pilot's Telephone expenses	200	163
Other Costs	300	160
	-----	-----
	234,499	246,901
	=====	=====
Total Expenditure	367,703	365,586
	=====	=====

GLOUCESTER HARBOUR TRUSTEES

**Notes to the accounts
for the year ended 31 March 2006**

	2006	2005
4 Main Account Profit before Taxation	40,712	50,034
Surplus before taxation is stated after charging/(crediting)		
Depreciation charge for the year:-		
Tangible owned fixed assets	13,272	13,477
Adjustment on disposal of investments	(3,513)	2,474
Auditor's remuneration	2,821	2,871
5 Taxation	2006	2005
Domestic current year tax:-		
UK Corporation tax	7,169	8,844
	————	————
Current tax charge	7,169	8,844
	=====	=====
Factors affecting the tax charge for the year:-		
Profit on ordinary activities before tax	40,712	50,034
	=====	=====
Profit on ordinary activities before tax multiplied by standard rate of tax - 19% (2005 19%)	7,735	9,506
	————	————
Effect of :-		
Depreciation	2,522	2,555
Capital allowances	(794)	(1,059)
Other tax adjustments	(1,162)	(834)
	————	————
	566	662
	————	————
Current tax charge	7,169	8,844
	====	=====

GLOUCESTER HARBOUR TRUSTEES

Notes to the accounts

for the year ended 31 March 2006

6 Deferred Taxation

The deferred taxation asset/(liability) can be analysed as follows: -

	Provided		Unprovided	
	2006	2005	2006	2005
	£	£	£	£
Accelerated Capital Allowances	(1,133)	-	-	(604)
	—	—	—	—
Deferred taxation (credit)/asset	(1,133)	-		(604)
	===	===	===	===

7 Employees

2006

2005

The average weekly number of persons employed during the year was

2
==

3
==

Staff costs (for the above persons):-

Wages and salaries

58,989

58,369

Social security costs

5,323

5,443

GLOUCESTER HARBOUR TRUSTEES

**Notes to the accounts
for the year ended 31 March 2006**

8 Fixed Assets

	Motor Vehicles	Office Equipment	Furniture	Trade Equipment	Property	Total
	£	£	£	£	£	£
Cost						
At 1 April 2005	12,185	70,394	3,908	14,182	157,646	258,315
Additions	-	-	-	-	-	-
Adjustment	-	-	-	-	-	-
Disposals	-	-	-	-	-	-
	_____	_____	_____	_____	_____	_____
At 31 March 2006	12,185	70,394	3,908	14,182	157,646	258,315
	_____	_____	_____	_____	_____	_____
Depreciation						
At 1 April 2005	12,185	57,241	3,908	13,792	19,367	106,493
Charge for year	-	6,576	-	390	6,306	13,272
Adjustment	-	-	-	-	-	-
Disposals	-	-	-	-	-	-
	_____	_____	_____	_____	_____	_____
At 31 March 2006	12,185	63,817	3,908	14,182	25,673	119,765
	_____	_____	_____	_____	_____	_____
Net book value						
At 31 March 2006	-	6,577	-	-	131,973	138,550
	=====	=====	=====	=====	=====	=====
At 31 March 2005	-	13,153	-	390	138,279	151,822
	=====	=====	=====	=====	=====	=====

GLOUCESTER HARBOUR TRUSTEES

Notes to the accounts

for the year ended 31 March 2006

9 Debtors	2006	2005
	£	£
Amounts falling due within one year		
Pilotage fees & light dues	32,061	32,454
Highways Agency	18,327	12,427
Magnox Electric PLC *	2,570	42,327
Other debtors	4,202	257
British Waterways (Pre-Payment on Account)	(4,697)	(3,076)
PAYE/NIC recoverable	2,523	2,438
Income tax recoverable	-	313
	————	————
	54,986	87,140
	=====	=====

* *Deferred payments to cover Magnox Berkeley's liabilities for a 10-year period to 31st March 2015*

GLOUCESTER HARBOUR TRUSTEES

Notes to the accounts for the year ended 31 March 2006

10 Creditors

	2006	2005
	£	£
Short Term : Amounts falling due within one year:-		
Other creditors	12,765	5,723
Corporation tax	7,169	8,844
Highways Agency	20,000	20,000
H M Customs & Excise (VAT)	1,797	8,277
Building Loan	28,693	21,840
Deferred income credit	974	14,456
	-----	-----
	71,398	79,140
	=====	=====
Long Term: Amounts falling due in more than one year:-		
Building Loan	60,033	86,917
Deferred income credit	23,393	21,107
	-----	-----
	83,426	108,024
	=====	=====

The building loan is secured by a legal charge over the Stock and Share Portfolio.

The deferred income credit represents the amount received in respect of BNFL Magnox Electric's annual contribution to the cost of maintaining and updating Hayward Rock & Bull Rock Beacons for the next 10 years and the contribution towards the cost of renewing Bull Rock Beacon.

GLOUCESTER HARBOUR TRUSTEES

Notes to the accounts

for the year ended 31 March 2006

11 Other Investments

	2006	2005
	£	£
Listed Investments	252,937	245,876
Cash	5,854	5,549
	-----	-----
	258,791	251,425
	=====	=====
The market value of other investments as at the balance sheet date:-		
Listed investments	291,125	254,716
Cash	5,854	5,549
	-----	-----
	296,979	260,265
	=====	=====
Acquisitions	24,476	10,112
Disposals	(17,415)	(8,417)
Movement in cash balance	305	1,202
	-----	-----
	7,366	2,897
	=====	=====
Income Received:-		
Dividends	8,117	7,354
Interest (net of tax)	70	83
Disposals adjustment	3,513	(2,474)
Administration charges	(3,344)	(2,066)
	-----	-----
	8,356	2,897
	=====	=====

GLOUCESTER HARBOUR TRUSTEES

Notes to the accounts for the year ended 31 March 2006

12 Income and Expenditure Reserve

	£
Balance at 1 April 2005	349,418
Surplus for year	32,410

Balance at 31 March 2006	381,828
	=====

13 Financial commitments

At 31 March 2006 the trust had annual commitments under a non-cancellable operating lease as follows:

	Land	
	2006	2005
	£	£
Expiry date:		
Within one year	-	-
Between two and five years	-	-
In over five years	1,560	1,560
	-----	-----
	1,560	1,560
	=====	=====

14 Contingent Liabilities

The Gloucester Harbour Trustees have been made aware of a significant deficit in the Pilots National Pension Fund. The self-employed pilots of Gloucester Pilots Partnership make their own contributions to this fund. The means by which this deficit will be eliminated or reduced beyond a revised investment strategy is likely to be the subject of a Court ruling sought by the pension fund.

GLOUCESTER HARBOUR TRUSTEES

Notes to the accounts

for the year ended 31 March 2006

15 Related Party Transactions

A total sum of £5,000 (2005 - £5,000) was paid to Edmund L B Dorman in his capacity as Chairman of the Trustees of Gloucester Harbour Trustees.

Michael Johnson, a trustee, is also an employee of the trust.