

Incorporated by The Bournemouth-Swanage Motor Road and Ferry Act 31 July 1923

**THE BOURNEMOUTH-SWANAGE MOTOR ROAD & FERRY COMPANY**  
**ANNUAL REPORT AND FINANCIAL STATEMENTS**  
**FOR THE YEAR ENDED 31 MARCH 2020**

# THE BOURNEMOUTH-SWANAGE MOTOR ROAD & FERRY COMPANY

## COMPANY INFORMATION

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<b>Directors</b>	MP R Kean Mrs TA Nicol Ms R Kean	(Appointed 17 August 2020)
<b>Secretary</b>	Mrs TA Nicol	
<b>Incorporated by Act of Parliament</b>	31 July 1923	
<b>Head office</b>	Fairacres Stock Lane Ingatestone Essex CM4 9QL	
<b>Auditors</b>	Rickard Luckin Limited Aquila House Waterloo Lane Chelmsford Essex CM1 1BN	
<b>Business address</b>	Ferry Office Shell Bay Studland Swanage Dorset BH19 3BA	
<b>Bankers</b>	Handelsbanken Greenwood House 91-99 New London Road Chelmsford Essex CM2 0PP	

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# THE BOURNEMOUTH-SWANAGE MOTOR ROAD & FERRY COMPANY

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# THE BOURNEMOUTH-SWANAGE MOTOR ROAD & FERRY COMPANY

## DIRECTORS' REPORT

*FOR THE YEAR ENDED 31 MARCH 2020*

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The directors present their ninety sixth report and financial statements for the year ended 31 March 2020.

### **Principal activities**

The principal activity of the company continued to be that of the operation, under statute, of a motor driven chain ferry.

### **Directors**

No director held any beneficial interest in the share capital of the company. In order to qualify each of the directors holds one hundred shares on trust for the holding company. The directors' interests in the holding company, Fairacres Group Limited, are disclosed in the directors' report of that company.

MP R Kean

Mrs TA Nicol

N Purchase

Ms R Kean

(Resigned 17 August 2020)

(Appointed 17 August 2020)

### **Results and dividends**

The results for the year are set out on page 6.

No ordinary dividends were paid during the year and the Directors' policy is that they will not pay any dividends to the shareholders until the ferry replacement reserve is at the required level in any given year.

### **Directors' insurance**

A directors' indemnity insurance policy exists in the form of a combined insurance policy across the group.

### **Financial instruments**

#### ***Liquidity risk***

The company manages its cash and borrowing requirements in order to maximise interest income and minimise interest expense, whilst ensuring the company has sufficient liquid resources to meet the operating needs of the business.

#### ***Interest rate risk***

The company has no interest bearing financial instruments and as such the directors do not consider that they are exposed directly to interest rate risk.

#### ***Credit risk***

All customers who wish to trade on credit terms are subject to credit verification procedures. Trade debtors are monitored on an ongoing basis and provision is made for doubtful debts where necessary.

### **Auditor**

In accordance with the company's constitution, a resolution proposing that Rickard Luckin Limited be re-appointed as auditors of the company will be put at a General Meeting.

# THE BOURNEMOUTH-SWANAGE MOTOR ROAD & FERRY COMPANY

## DIRECTORS' REPORT (CONTINUED)

**FOR THE YEAR ENDED 31 MARCH 2020**

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### Statement of directors' responsibilities

The directors are responsible for preparing the annual report and the financial statements in accordance with applicable law and regulations.

Company law requires the directors to prepare financial statements for each financial year. Under that law the directors have elected to prepare the financial statements in accordance with United Kingdom Generally Accepted Accounting Practice (United Kingdom Accounting Standards and applicable law). Under company law the directors must not approve the financial statements unless they are satisfied that they give a true and fair view of the state of affairs of the company and of the profit or loss of the company for that period. In preparing these financial statements, the directors are required to:

- select suitable accounting policies and then apply them consistently;
- make judgements and accounting estimates that are reasonable and prudent;
- prepare the financial statements on the going concern basis unless it is inappropriate to presume that the company will continue in business.

The directors are responsible for keeping adequate accounting records that are sufficient to show and explain the company's transactions and disclose with reasonable accuracy at any time the financial position of the company and enable them to ensure that the financial statements comply with the Companies Act 2006. They are also responsible for safeguarding the assets of the company and hence for taking reasonable steps for the prevention and detection of fraud and other irregularities.

### Statement of disclosure to auditor

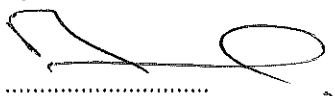
So far as the directors are aware,

(a) there is no relevant audit information of which the company's auditors are unaware, and

(b) they have taken all the steps that they ought to have taken as directors in order to make themselves aware of any relevant audit information and to establish that the company's auditors are aware of that information.

This report has been prepared in accordance with the provisions applicable to companies entitled to the small companies exemption.

By order of the board



.....  
Mrs TA Nicol

**Secretary**

Date: 19<sup>th</sup> October 2020

# THE BOURNEMOUTH-SWANAGE MOTOR ROAD & FERRY COMPANY

## INDEPENDENT AUDITOR'S REPORT

### TO THE MEMBERS OF THE BOURNEMOUTH-SWANAGE MOTOR ROAD & FERRY COMPANY

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#### Opinion

We have audited the financial statements of The Bournemouth-Swanage Motor Road & Ferry Company (the 'company') for the year ended 31 March 2020 which comprise the profit and loss account, the balance sheet, the statement of changes in equity and notes to the financial statements, including a summary of significant accounting policies. The financial reporting framework that has been applied in their preparation is applicable law and United Kingdom Accounting Standards, including FRS 102 *The Financial Reporting Standard applicable in the UK and Republic of Ireland* (United Kingdom Generally Accepted Accounting Practice).

In our opinion the financial statements:

- give a true and fair view of the state of the company's affairs as at 31 March 2020 and of its profit for the year then ended;
- have been properly prepared in accordance with United Kingdom Generally Accepted Accounting Practice; and
- have been prepared in accordance with the requirements of the Bournemouth-Swanage Motor Road & Ferry Co Acts 1923-1986 and the Companies Act 2006.

#### Basis for opinion

We conducted our audit in accordance with International Standards on Auditing (UK) (ISAs (UK)) and applicable law. Our responsibilities under those standards are further described in the *Auditor's responsibilities for the audit of the financial statements* section of our report. We are independent of the company in accordance with the ethical requirements that are relevant to our audit of the financial statements in the UK, including the FRC's Ethical Standard, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

#### Conclusions relating to going concern

We have nothing to report in respect of the following matters in relation to which the ISAs (UK) require us to report to you where:

- the directors' use of the going concern basis of accounting in the preparation of the financial statements is not appropriate; or
- the directors have not disclosed in the financial statements any identified material uncertainties that may cast significant doubt about the company's ability to continue to adopt the going concern basis of accounting for a period of at least twelve months from the date when the financial statements are authorised for issue.

#### Other information

The directors are responsible for the other information. The other information comprises the information included in the annual report, other than the financial statements and our auditor's report thereon. Our opinion on the financial statements does not cover the other information and, except to the extent otherwise explicitly stated in our report, we do not express any form of assurance conclusion thereon.

In connection with our audit of the financial statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit or otherwise appears to be materially misstated. If we identify such material inconsistencies or apparent material misstatements, we are required to determine whether there is a material misstatement in the financial statements or a material misstatement of the other information. If, based on the work we have performed, we conclude that there is a material misstatement of this other information, we are required to report that fact.

We have nothing to report in this regard.

#### Opinions on other matters prescribed by the Companies Act 2006

In our opinion, based on the work undertaken in the course of our audit:

- the information given in the directors' report for the financial year for which the financial statements are prepared is consistent with the financial statements; and
- the directors' report has been prepared in accordance with applicable legal requirements.

# THE BOURNEMOUTH-SWANAGE MOTOR ROAD & FERRY COMPANY

## INDEPENDENT AUDITOR'S REPORT (CONTINUED)

### TO THE MEMBERS OF THE BOURNEMOUTH-SWANAGE MOTOR ROAD & FERRY COMPANY

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#### **Matters on which we are required to report by exception**

In the light of the knowledge and understanding of the company and its environment obtained in the course of the audit, we have not identified material misstatements in the directors' report.

We have nothing to report in respect of the following matters where the Companies Act 2006 requires us to report to you if, in our opinion:

- adequate accounting records have not been kept, or returns adequate for our audit have not been received from branches not visited by us; or
- the financial statements are not in agreement with the accounting records and returns; or
- certain disclosures of directors' remuneration specified by law are not made; or
- we have not received all the information and explanations we require for our audit; or
- the directors were not entitled to prepare the financial statements in accordance with the small companies regime and take advantage of the small companies' exemption in preparing the directors' report and take advantage of the small companies exemption from the requirement to prepare a strategic report.

#### **Responsibilities of directors**

As explained more fully in the directors' responsibilities statement, the directors are responsible for the preparation of the financial statements and for being satisfied that they give a true and fair view, and for such internal control as the directors determine is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, the directors are responsible for assessing the company's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless the directors either intend to liquidate the company or to cease operations, or have no realistic alternative but to do so.

#### **Auditor's responsibilities for the audit of the financial statements**

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs (UK) will always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

A further description of our responsibilities for the audit of the financial statements is located on the Financial Reporting Council's website at: <http://www.frc.org.uk/auditorsresponsibilities>. This description forms part of our auditor's report.

# THE BOURNEMOUTH-SWANAGE MOTOR ROAD & FERRY COMPANY

## INDEPENDENT AUDITOR'S REPORT (CONTINUED)

### TO THE MEMBERS OF THE BOURNEMOUTH-SWANAGE MOTOR ROAD & FERRY COMPANY

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#### Use of our report

This report is made solely to the company's members, as a body, in accordance with Chapter 3 of Part 16 of the Companies Act 2006. Our audit work has been undertaken so that we might state to the company's members those matters we are required to state to them in an 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 company and the company's members, as a body, for our audit work, for this report, or for the opinions we have formed.

*Rickard Luckin Limited*

Michael Breame (Senior Statutory Auditor)  
for and on behalf of Rickard Luckin Limited

*21<sup>st</sup> October 2020*

Chartered Accountants  
Statutory Auditor

Aquila House  
Waterloo Lane  
Chelmsford  
Essex  
CM1 1BN



# THE BOURNEMOUTH-SWANAGE MOTOR ROAD & FERRY COMPANY

## PROFIT AND LOSS ACCOUNT

FOR THE YEAR ENDED 31 MARCH 2020

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	Notes	2020 £	2019 £
Turnover		1,702,897	2,508,443
Cost of sales		(1,496,012)	(2,055,578)
<b>Gross profit</b>		<u>206,885</u>	<u>452,865</u>
Administrative expenses		(597,396)	(550,110)
Other operating income		1,269,662	82,264
<b>Operating profit/(loss)</b>		<u>879,151</u>	<u>(14,981)</u>
Interest receivable and similar income		25,921	20,397
<b>Profit before taxation</b>		<u>905,072</u>	<u>5,416</u>
Tax on profit	3	(199,414)	(17,177)
<b>Profit/(loss) for the financial year</b>		<u><u>705,658</u></u>	<u><u>(11,761)</u></u>

# THE BOURNEMOUTH-SWANAGE MOTOR ROAD & FERRY COMPANY

## BALANCE SHEET

AS AT 31 MARCH 2020

	Notes	2020		2019	
		£	£	£	£
<b>Fixed assets</b>					
Tangible assets	4		13,319,417		13,419,826
<b>Current assets</b>					
Stocks		277,135		236,073	
Debtors	5	57,291		144,370	
Cash at bank and in hand		3,162,516		2,109,128	
		<u>3,496,942</u>		<u>2,489,571</u>	
<b>Creditors: amounts falling due within one year</b>	6	<u>(466,729)</u>		<u>(265,425)</u>	
<b>Net current assets</b>			<u>3,030,213</u>		<u>2,224,146</u>
<b>Total assets less current liabilities</b>			<u>16,349,630</u>		<u>15,643,972</u>
<b>Creditors: amounts falling due after more than one year</b>	7		(34,978)		(34,978)
<b>Provisions for liabilities</b>	8		(431,012)		(447,068)
<b>Net assets</b>			<u>15,883,640</u>		<u>15,161,926</u>
<b>Capital and reserves</b>					
Called up share capital	10		61,000		61,000
Revaluation reserve			12,464,878		12,535,191
Other reserves	12		3,357,762		2,565,735
<b>Total equity</b>			<u>15,883,640</u>		<u>15,161,926</u>

These financial statements have been prepared in accordance with the provisions applicable to companies subject to the small companies regime.

The financial statements were approved by the board of directors and authorised for issue on 19<sup>th</sup> October 2020 and are signed on its behalf by:

  
 .....  
 MP R Kean  
 Director

# THE BOURNEMOUTH-SWANAGE MOTOR ROAD & FERRY COMPANY

## STATEMENT OF CHANGES IN EQUITY

FOR THE YEAR ENDED 31 MARCH 2020

	Share capital	Revaluation reserve	Other reserves	Profit and loss reserves	Total
	£	£	£	£	£
<b>Balance at 1 April 2018</b>	61,000	12,587,594	2,491,091	-	15,139,685
<b>Year ended 31 March 2019:</b>					
Loss for the year	-	-	-	(11,761)	(11,761)
Other comprehensive income:					
Tax relating to other comprehensive income	-	34,002	-	-	34,002
Total comprehensive income for the year	-	34,002	-	(11,761)	22,241
Transfers	-	(86,405)	74,644	11,761	-
<b>Balance at 31 March 2019</b>	61,000	12,535,191	2,565,735	-	15,161,926
<b>Year ended 31 March 2020:</b>					
Profit for the year	-	-	-	705,658	705,658
Other comprehensive income:					
Tax relating to other comprehensive income	-	16,056	-	-	16,056
Total comprehensive income for the year	-	16,056	-	705,658	721,714
Transfers	-	(86,369)	792,027	(705,658)	-
<b>Balance at 31 March 2020</b>	61,000	12,464,878	3,357,762	-	15,883,640

The revaluation reserve totalling £12,464,878 represents reserves generated from historic revaluations less the unwinding of associated depreciation and provision for deferred tax, and as such are non-distributable.

# THE BOURNEMOUTH-SWANAGE MOTOR ROAD & FERRY COMPANY

## NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED 31 MARCH 2020

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### 1 Accounting policies

#### Company information

The Bournemouth-Swanage Motor Road and Ferry Company Inc. is a company limited by shares incorporated under the Bournemouth-Swanage Motor Road and Ferry Company Act 31 July 1923.

#### 1.1 Accounting convention

These financial statements have been prepared in accordance with FRS 102 "The Financial Reporting Standard applicable in the UK and Republic of Ireland" ("FRS 102"), the Bournemouth-Swanage Motor Road and Ferry Acts 1923-1986 and the requirements of the Companies Act 2006 as applicable to companies subject to the small companies regime. The disclosure requirements of section 1A of FRS 102 have been applied other than where additional disclosure is required to show a true and fair view.

The financial statements have been prepared under the historical cost convention, modified to include the revaluation of freehold properties and to include investment properties and certain financial instruments at fair value. The principal accounting policies adopted are set out below.

#### 1.2 Going concern

At the time of approving the financial statements, the directors have a reasonable expectation that the company has adequate resources to continue in operational existence for the foreseeable future. Thus the directors continue to adopt the going concern basis of accounting in preparing the financial statements.

#### 1.3 Turnover

Turnover represents the consideration received or receivable for providing the ferry service, and is shown net of VAT and other sales related taxes. Turnover is generated entirely within the UK.

#### 1.4 Tangible fixed assets

Tangible fixed assets are initially measured at cost and subsequently measured at cost or valuation, net of depreciation and any impairment losses.

The company has adopted the transitional arrangements, included within FRS 102 and have chosen to "freeze" the valuation of land and buildings and the Motor Ferry as at the date of transition; 31st March 2014. No subsequent valuations are therefore included and the valuation at that date becomes the "deemed cost".

No depreciation is provided on freehold land.

Buildings with an estimated economic life in excess of 50 years are not depreciated. Other buildings are depreciated on a straight line basis over their remaining economic life. The non-depreciation of these assets is a departure from the general requirement of the Companies Act 2006 for all tangible assets to be depreciated. In the opinion of the directors this departure is necessary for the financial statements to give a true and fair view. It is estimated that the useful life of the land and buildings used in the business exceeds 50 years and that its residual value would not be less than its book value.

Other tangible fixed assets are stated at cost less depreciation. Depreciation is provided at rates calculated to write off the cost, less estimated residual value, of each asset over its expected useful life, as follows:

Motor Ferry	40 years
Equipment and motor vehicles	5 - 10 years

The gain or loss arising on the disposal of an asset is determined as the difference between the sale proceeds and the carrying value of the asset, and is credited or charged to profit or loss.

# THE BOURNEMOUTH-SWANAGE MOTOR ROAD & FERRY COMPANY

## NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 MARCH 2020

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### 1 Accounting policies

(Continued)

The useful economic life of the Motor Ferry is considered to be 40 years based upon a professional third party assessment of the remaining life of the asset. The depreciation charge reflects this accordingly. The Motor Ferry was acquired in 1993 and subsequently bought into use in 1994.

#### 1.5 Impairment of fixed assets

At each reporting period end date, the company reviews the carrying amounts of its tangible assets to determine whether there is any indication that those assets have suffered an impairment loss. If any such indication exists, the recoverable amount of the asset is estimated in order to determine the extent of the impairment loss (if any). Where it is not possible to estimate the recoverable amount of an individual asset, the company estimates the recoverable amount of the cash-generating unit to which the asset belongs.

Recoverable amount is the higher of fair value less costs to sell and value in use. In assessing value in use, the estimated future cash flows are discounted to their present value using a pre-tax discount rate that reflects current market assessments of the time value of money and the risks specific to the asset for which the estimates of future cash flows have not been adjusted.

If the recoverable amount of an asset (or cash-generating unit) is estimated to be less than its carrying amount, the carrying amount of the asset (or cash-generating unit) is reduced to its recoverable amount. An impairment loss is recognised immediately in profit or loss, unless the relevant asset is carried at a revalued amount, in which case the impairment loss is treated as a revaluation decrease.

#### 1.6 Stocks

Stocks are stated at cost as they are used solely for the purpose of the ferry re-fit and are not held for sale.

At each reporting date, an assessment is made for impairment.

#### 1.7 Cash and cash equivalents

Cash and cash equivalents include cash in hand, deposits held at call with banks, other short-term liquid investments with original maturities of three months or less, and bank overdrafts.

#### 1.8 Financial instruments

The company has elected to apply the provisions of Section 11 'Basic Financial Instruments' and Section 12 'Other Financial Instruments Issues' of FRS 102 to all of its financial instruments.

Financial instruments are recognised in the company's balance sheet when the company becomes party to the contractual provisions of the instrument.

Financial assets and liabilities are offset, with the net amounts presented in the financial statements, when there is a legally enforceable right to set off the recognised amounts and there is an intention to settle on a net basis or to realise the asset and settle the liability simultaneously.

##### **Basic financial assets**

Basic financial assets, which include debtors and cash and bank balances, are initially measured at transaction price including transaction costs and are subsequently carried at amortised cost using the effective interest method unless the arrangement constitutes a financing transaction, where the transaction is measured at the present value of the future receipts discounted at a market rate of interest. Financial assets classified as receivable within one year are not amortised.

##### **Classification of financial liabilities**

Financial liabilities and equity instruments are classified according to the substance of the contractual arrangements entered into. An equity instrument is any contract that evidences a residual interest in the assets of the company after deducting all of its liabilities.

# THE BOURNEMOUTH-SWANAGE MOTOR ROAD & FERRY COMPANY

## NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 MARCH 2020

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### 1 Accounting policies

(Continued)

Basic financial liabilities, including creditors, bank loans, loans from fellow group companies and preference shares that are classified as debt, are initially recognised at transaction price unless the arrangement constitutes a financing transaction, where the debt instrument is measured at the present value of the future payments discounted at a market rate of interest. Financial liabilities classified as payable within one year are not amortised.

Debt instruments are subsequently carried at amortised cost, using the effective interest rate method.

Trade creditors are obligations to pay for goods or services that have been acquired in the ordinary course of business from suppliers. Amounts payable are classified as current liabilities if payment is due within one year or less. If not, they are presented as non-current liabilities. Trade creditors are recognised initially at transaction price and subsequently measured at amortised cost using the effective interest method.

#### 1.9 Equity instruments

Equity instruments issued by the company are recorded at the proceeds received, net of transaction costs. Dividends payable on equity instruments are recognised as liabilities once they are no longer at the discretion of the company.

Changes in the fair value of derivatives that are designated and qualify as fair value hedges are recognised in profit or loss immediately, together with any changes in the fair value of the hedged asset or liability that are attributable to the hedged risk.

#### 1.10 Taxation

The tax expense represents the sum of the tax currently payable and deferred tax.

##### *Current tax*

The tax currently payable is based on taxable profit for the year. Taxable profit differs from net profit as reported in the profit and loss account because it excludes items of income or expense that are taxable or deductible in other years and it further excludes items that are never taxable or deductible. The company's liability for current tax is calculated using tax rates that have been enacted or substantively enacted by the reporting end date.

##### *Deferred tax*

Deferred tax liabilities are generally recognised for all timing differences and deferred tax assets are recognised to the extent that it is probable that they will be recovered against the reversal of deferred tax liabilities or other future taxable profits. Such assets and liabilities are not recognised if the timing difference arises from goodwill or from the initial recognition of other assets and liabilities in a transaction that affects neither the tax profit nor the accounting profit.

The carrying amount of deferred tax assets is reviewed at each reporting end date and reduced to the extent that it is no longer probable that sufficient taxable profits will be available to allow all or part of the asset to be recovered. Deferred tax is calculated at the tax rates that are expected to apply in the period when the liability is settled or the asset is realised. Deferred tax is charged or credited in the profit and loss account, except when it relates to items charged or credited directly to equity, in which case the deferred tax is also dealt with in equity. Deferred tax assets and liabilities are offset when the company has a legally enforceable right to offset current tax assets and liabilities and the deferred tax assets and liabilities relate to taxes levied by the same tax authority.

In accordance with FRS 102 deferred tax is provided in respect of historically revalued assets as appropriate.

# THE BOURNEMOUTH-SWANAGE MOTOR ROAD & FERRY COMPANY

## NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 MARCH 2020

### 1 Accounting policies (Continued)

#### 1.11 Employee benefits

The costs of short-term employee benefits are recognised as a liability and an expense, unless those costs are required to be recognised as part of the cost of stock or fixed assets.

The cost of any unused holiday entitlement is recognised in the period in which the employee's services are received.

#### 1.12 Retirement benefits

The company operates a defined contribution scheme for the benefit of its employees. Contributions payable are charged to the profit and loss account in the year they are payable.

#### 1.13 Motor ferry replacement reserve

An amount is being set aside over the period to 31 March 2032 to renew the motor ferry by the transfer of an estimated amount to the Motor Ferry Replacement Reserve, when sufficient funds are available. To ensure the reserve is available for the replacement of the Ferry with sufficient time, the reserve is being built up to the required level 2 years before the anticipated replacement year of 2034. The directors have specifically ring fenced this reserve for the purpose of the ferry replacement.

### 2 Employees

The average monthly number of persons (including directors) employed by the company during the year was:

	2020 Number	2019 Number
Total	38	40

### 3 Taxation

	2020 £	2019 £
<b>Current tax</b>		
UK corporation tax on profits for the current period	192,507	17,177
Adjustments in respect of prior periods	(17,177)	(74,641)
Group tax relief	24,084	74,641
Total current tax	199,414	17,177

In addition to the amount charged to the profit and loss account, the following amounts relating to tax have been recognised directly in other comprehensive income:

	2020 £	2019 £
Deferred tax arising on:		
Revaluation of property	(16,056)	(34,002)

# THE BOURNEMOUTH-SWANAGE MOTOR ROAD & FERRY COMPANY

## NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

### FOR THE YEAR ENDED 31 MARCH 2020

4 Tangible fixed assets	Land, roads & slipways	Buildings	Motor Ferry	Equipment and motor vehicles	Total
	£	£	£	£	£
<b>Cost or valuation</b>					
At 1 April 2019	11,528,971	967,981	1,900,000	123,858	14,520,810
Additions	-	-	-	702	702
At 31 March 2020	11,528,971	967,981	1,900,000	124,560	14,521,512
<b>Depreciation and impairment</b>					
At 1 April 2019	-	132,161	882,143	86,680	1,100,984
Depreciation charged in the year	-	26,589	67,857	6,665	101,111
At 31 March 2020	-	158,750	950,000	93,345	1,202,095
<b>Carrying amount</b>					
At 31 March 2020	11,528,971	809,231	950,000	31,215	13,319,417
At 31 March 2019	11,528,971	835,820	1,017,857	37,178	13,419,826

The two and a half mile strip of land which is occupied for the ferry road is held in perpetuity under the terms of The Bournemouth-Swanage Motor Road and Ferry Act 1923.

The land for the buildings, causeway and slipways is freehold.

As detailed in the accounting policies, the land, buildings and ferry are carried at a transitional deemed cost.

If revalued assets were stated on an historical cost basis rather than a fair value basis, the total amounts included would have been as follows:

#### On a historical cost basis fixed assets would have been included at:

	Land, roads and slipways	Buildings	Motor Ferry	Equipment and motor vehicles	Total
	£	£	£	£	£
Cost	138,977	372,038	2,123,690	124,560	2,759,265
Accumulated depreciation based on historical cost	-	227,171	2,123,690	93,345	2,444,206
	138,977	144,867	-	31,215	315,059



# THE BOURNEMOUTH-SWANAGE MOTOR ROAD & FERRY COMPANY

## NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 MARCH 2020

5 Debtors	2020	2019
	£	£
<b>Amounts falling due within one year:</b>		
Trade debtors	11,805	5,918
Corporation tax recoverable	-	87,590
Other debtors	45,486	50,862
	<u>57,291</u>	<u>144,370</u>

6 Creditors: amounts falling due within one year	2020	2019
	£	£
Trade creditors	56,424	206,251
Amounts due to group undertakings	15,532	14,671
Corporation tax	52,507	-
Other taxation and social security	16,132	18,369
Other creditors	326,134	26,134
	<u>466,729</u>	<u>265,425</u>

7 Creditors: amounts falling due after more than one year	2020	2019
	£	£
Other creditors	34,978	34,978
	<u>34,978</u>	<u>34,978</u>

The preference shares comprise 35,000, 10.5% non-cumulative preference shares of £1 each less £22 calls in arrears. The preference shares carry no voting rights and rank in priority to the ordinary shares for repayment in the event of the company being wound up. The holders of the preference shares have no right to receive notice of or to be present or to vote at any General Meeting of the company.

On winding up, the preference shares confer the right to the return of the capital paid up or credited as paid up plus arrears of dividend, before any return of capital is made on any other shares. The holders of preference shares shall not then have the right to participate further in profits or assets.

8 Provisions for liabilities	2020	2019
	£	£
Deferred tax liabilities	9 431,012	447,068
	<u>431,012</u>	<u>447,068</u>

# THE BOURNEMOUTH-SWANAGE MOTOR ROAD & FERRY COMPANY

## NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

FOR THE YEAR ENDED 31 MARCH 2020

### 9 Deferred taxation

	Liabilities 2020 £	Liabilities 2019 £
<b>Balances:</b>		
Revaluations	431,012	447,068
	<u>431,012</u>	<u>447,068</u>
<b>Movements in the year:</b>		<b>2020 £</b>
Liability at 1 April 2019		447,068
Credit to other comprehensive income		(16,056)
		<u>431,012</u>

### 10 Called up share capital

	2020 £	2019 £
<b>Ordinary share capital Issued and fully paid</b>		
1,740,000 Ordinary of 5p each	87,000	87,000
Less: Discount of 50% on issue of 1,040,000	(26,000)	(26,000)
	<u>61,000</u>	<u>61,000</u>

### 11 Financial commitments, guarantees and contingent liabilities

The company, together with four other group companies, has entered into a composite guarantee in respect of bank overdrafts of those companies. There is a right to set off incorporated within the cross guarantee. The net overdraft indebtedness of the group companies to the bank at the year end date was £Nil (2019: £Nil).

The company, together with four other group companies, has also entered into a composite cross guarantee in respect of bank loans totalling, at the balance sheet date, £8,000,000.

### 12 Other reserves

Transfers are made from the profit and loss account to the Motor Ferry Replacement Reserve, to the extent that reserves are available. In March 2019, the company obtained a professional estimate of the cost of building a diesel hydraulic powered motor ferry to replace the company's existing vessel. The approximate cost was £8,440,000. If full provision for renewal had been made, less what the company are able to borrow for this purpose, the Motor Ferry Replacement Reserve at the balance sheet date would have totalled £3,728,178.

# THE BOURNEMOUTH-SWANAGE MOTOR ROAD & FERRY COMPANY

## NOTES TO THE FINANCIAL STATEMENTS (CONTINUED)

**FOR THE YEAR ENDED 31 MARCH 2020**

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### **13 Events after the reporting date**

The Covid 19 pandemic began to impact the UK prior to the balance sheet date and "lockdown" arrangements had begun prior to this date. These restrictions have continued in the post balance sheet period and are continuing to evolve and change as the course of the virus unfolds. As a result of this economic and social activity has been restricted and affected in a number of ways.

It is not possible for the directors to fully assess and predict the impact of the pandemic at this stage. Income levels for 2020-21 will be lower than expected in any "normal" year. However, working practices have been adapted and the company has managed its resources such that it can continue to trade through this difficult period. The directors have considered the position and do not believe it is necessary for any adjustments to be made to the results or position as at 31 March 2020.

### **14 Related party transactions**

The company has taken advantage of the exemption in the Financial Reporting Standard applicable in the UK and Republic of Ireland ("FRS 102") Section 1A to disclose transactions with group companies on the grounds that it is a subsidiary that is wholly owned.

At the year end the company owed its parent company £15,532 (2019: £14,671).

### **15 Parent company**

The company is a wholly owned subsidiary of Fairacres Group Limited, a company registered in England. Details of the group and consolidated financial statements can be found at Companies House. That company is controlled by its directors.

**THE BOURNEMOUTH-SWANAGE MOTOR ROAD & FERRY COMPANY**

**MANAGEMENT INFORMATION**

**FOR THE YEAR ENDED 31 MARCH 2020**

# THE BOURNEMOUTH-SWANAGE MOTOR ROAD & FERRY COMPANY

## DETAILED TRADING AND PROFIT AND LOSS ACCOUNT

FOR THE YEAR ENDED 31 MARCH 2020

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		2020		2019
	£	£	£	£
<b>Turnover</b>				
Sales of goods		1,702,897		2,508,443
<b>Cost of sales</b>				
Ferry harbour dues	1,272		1,272	
Ferry consumable stores	61,491		77,883	
Ferry wages and salaries	706,023		724,079	
Building repairs and maintenance	28,931		7,544	
Slipway repairs & maintenance	17,877		21,499	
Road repairs & maintenance	2,438		7,092	
Ferry repairs & maintenance	544,077		1,087,367	
Ferry insurance	32,792		27,770	
Depreciation on freehold property	26,589		26,589	
Depreciation on motor ferry	67,857		67,857	
Depreciation on other equipment	6,665		6,626	
		<u>(1,496,012)</u>		<u>(2,055,578)</u>
<b>Gross profit</b>	12.15%	206,885	18.05%	452,865
<b>Other operating income</b>				
Sundry income		1,269,662		82,264
<b>Administrative expenses</b>		<u>(597,396)</u>		<u>(550,110)</u>
<b>Operating profit/(loss)</b>		879,151		(14,981)
<b>Investment revenues</b>				
Other interest received	25,921		20,397	
		<u>25,921</u>		<u>20,397</u>
<b>Profit before taxation</b>	53.15%	<u>905,072</u>	0.22%	<u>5,416</u>

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# THE BOURNEMOUTH-SWANAGE MOTOR ROAD & FERRY COMPANY

## SCHEDULE OF ADMINISTRATIVE EXPENSES

FOR THE YEAR ENDED 31 MARCH 2020

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	2020	2019
	£	£
<b>Administrative expenses</b>		
Wages and salaries	61,128	121,452
Staff pension costs defined contribution	33,793	30,121
Directors' remuneration	59,876	-
Management charge	166,795	171,803
Rates	84,169	65,933
Tickets	10,194	2,321
Light and heat	4,645	5,133
Insurance	24,502	20,807
Motor running expenses	24,499	16,413
Legal and professional fees	53,775	49,470
Audit fees	11,665	11,325
Bank charges	19,714	15,699
Printing, postage and stationery	5,555	4,195
Advertising	1,713	45
Telecommunications	4,206	3,297
Sundry expenses	31,167	32,096
	<u>597,396</u>	<u>550,110</u>

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