

# Weymouth Harbour Report

Harbours Committee  
8th December 2021



Jamie Joyce,  
Weymouth Harbour Master

# Weymouth Harbour Statistics as of end of October 2021

## Current situation

	2018	2019	2020*	2021*
Number of marina berths let (out of 403)	263	254	261	313
Number of commercial berths let (out of 109)	86	83	84	89
Number of visiting leisure vessels nights	4,646	5,126	1,597	5,081
Number of bridge lifts	1,226	1,105	835	1,176
Number of vessels transiting bridge	6,801	6,026	5,958	6,731
Number commercial visiting fishing vessels	309	209	225	110
Slipway income (£)	£6,375	£6,168	£15,816	£12,478
PWC income (£)	£3,340	£3,454	£6,967	£6,872
Number of acts of Pilotage	1	0	0	0

\*Both years impacted by Covid restrictions

# Port Marine Safety Code:

## Safe and efficient port marine operations:

- Defect and incident reporting:
  1. Defects: The team to date have received 227 defect notices and on average the defects are consistently being rectified within a 48hr period. The number of defects we are experiencing is directly proportional to the age of the infrastructure and it is anticipated as the infrastructure is replaced the amount of recorded defects will decrease.
  2. Incidents: We have received 148 incident reports. Within this reporting period, of note is that Harbour staff have responded to an incident of unexploded ordnance being discovered on a berth holders' pontoon in the private marina. This was a good example of a multi-agency response involving Harbour, Marina staff, Police, Dorset Council Emergency Planning and EOD. All persons were evacuated to a safe distance and cordons maintained whilst awaiting EOD arrival to make the ordnance safe.
  3. Meetings have been held with the Commander of the Dorset and Wiltshire Fire and Rescue Service – Weymouth & Portland to discuss Memorandums of understanding with regard to emergencies and incidents within the Statutory Harbour Area.
  4. Project has been commenced with Ocean Electronics to consider improvements in Weymouth Local Port Traffic service provision, incorporating Automatic Identification system, Radar, Live weather information and CCTV.
  5. We have been successful in our application to Marine Management Organisation to secure funding to replace the Harbour entrance navigation lights with Solar LED's, incorporating a battery backup supply. This system includes Navmoor AtoN Companion IoT monitoring box inside the solar power unit, monitoring lantern status, battery voltage and solar panel charging which can be remotely monitored via the Navmoor web portal. I appreciate the determination of the Harbour business support team and guidance from Martin Sutcliffe (Aquaculture and Fisheries Development Officer) in achieving this grant.

## Open Port Duty:

- Midas have commenced Quay regeneration work at Commercial Berth 1 and Berth 4, which has restricted the number of alongside berths available at this location. This work is expected to proceed through the winter months and be complete for the holiday season in 2022.

## Staff Training and competency:

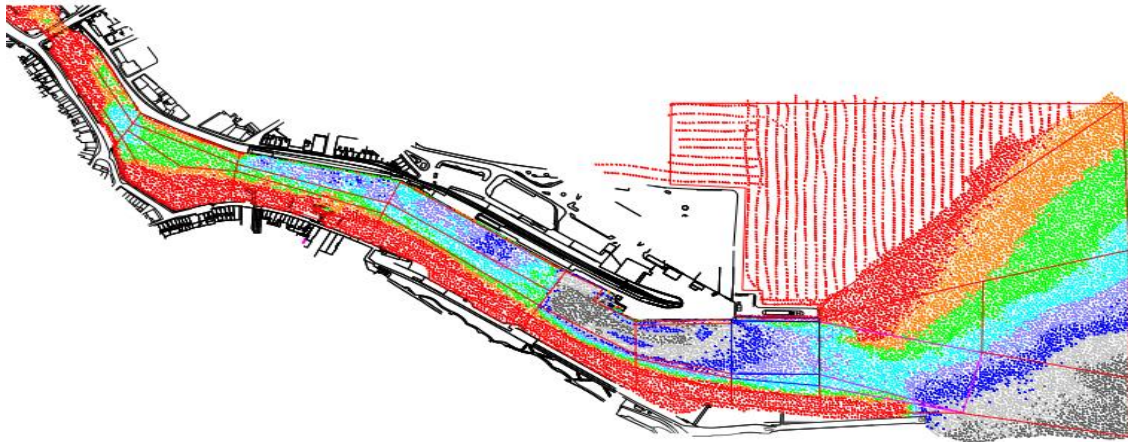
- 4P Oil Spill exercise – Torquay
- 3 x staff members Maritime First Aid course
- 3 x staff members Professional Practices and Responsibilities – Commercial Vessel Endorsement.

## Conservancy:

- A section volume plan has been determined for the two sections of Outer Harbour (Shown below) which had been chosen to create control depths for the Harbour entrance and along Commercial berth 1.
- This information has been provided to dredging contractors to prepare quotes for completing this part of the Harbour dredging strategy.



Further section volume plans are in development to cover the rest of the Harbour:





## **Environmental Duty:**

- The MCA conducted an Oil pollution preparedness, response and Co-ordination audit on Thursday 28<sup>th</sup> October, and we received a complimentary audit report as summarised in the following extracts:

### ***INCIDENT RESPONSE STRUCTURE***

*The incident response structure was well tested during the sinking of the 17 metre LOA French fishing boat GITTE on 2 October. The response appears to have been textbook.*

### ***CONCLUDING REMARKS***

*The new Weymouth Harbour Master demonstrated good incident preparedness at audit, which ensured a good response by Weymouth's responders during and following the sinking of FV GITTE.*

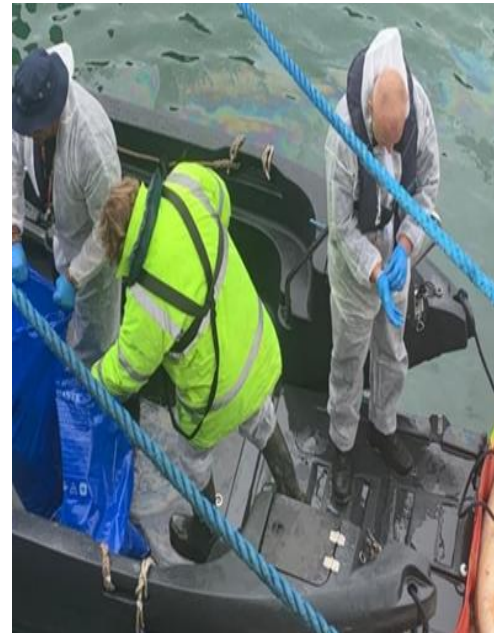
*The Harbour Master and staff prepared well for the audit.*

- Harbour staff have been testing different methods of waste collection to find the best and most economical methods of retrieving litter. Trials will progress through the Winter months to determine the best solution for Weymouth. Pictured below is staff using a remotely operated vehicle named 'Waste Rover'.

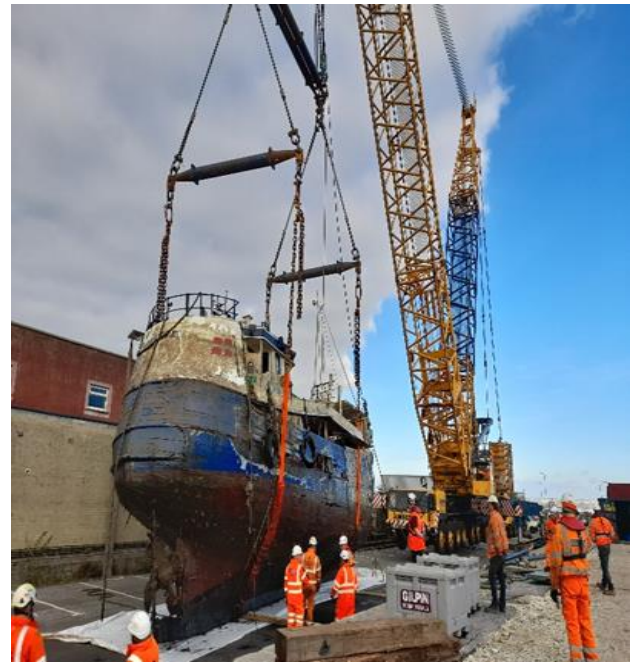


## **FV Gitte – Sunken Fishing vessel**

- On Saturday 2<sup>nd</sup> October the FV Gitte berthed alongside the Commercial Area, had a catastrophic failure and was observed to sink within 3 minutes.
- The Harbour tier one oil spill response plan was activated and containment booms along with absorbent booms were deployed to mitigate pollution and debris associated with the vessel sinking. This was conducted in adverse weather of approximately 30kt winds and driving rain.



- All agencies were informed through the Marine Coastguard Agency POLREP and subsequently updated on progress as the recovery method was formulated.
- A demolition contractor had been appointed in July to remove the vessel and was awaiting a plant mobilisation permit from the Environment agency to progress the wrecking of this vessel.
- The contractor re-submitted method plans to the Environment Agency who issued a permit for wrecking at the end of October.
- Due to the location a specialist lattice boom crane was required, and this was booked at the earliest opportunity on the 9<sup>th</sup> of November. Following two days of installation the crane successfully lifted the wreck on the 11<sup>th</sup> November.
- The process has demonstrated the efficiency and skills of the tier 1 Weymouth Harbour responders and are a credit to the organisation given the adverse weather and working conditions that staff experienced through this process.
- The process of removal was discussed and agreed upon at the commencement of the decision to wreck the vessel with our insurance provider. All costs associated with the sinking, raising and subsequent scrapping of FV Gitte have been approved by the Councils marine insurance loss adjusters and will be met by the Councils Marine Insurers. The claim is subject to the policy excess of £5,000 which will be initially met by the council subject to subrogation.



### **Aids to navigation:**

Trinity House conducted its annual audit of Aids to Navigation (AtoN) on 13<sup>th</sup> October and concluded the following:

- All was found in good order at the time of the audit.
- Availability for IALA category 3 AtoN was recorded at 99.96% against a target of 97%
- The authority is well versed in its obligations for AtoN management and reporting to Trinity House.

### **Pilotage:**

Nil acts of pilotage have taken place during this reporting period.

### **Weather:**

- Weymouth harbour infrastructure has fared well throughout this reporting period.

## **Harbour Works**

### **Marinas**

- Both of the male shower cubicles will be replaced at the North Quay facilities.
- Both of the Marinas have undergone a light audit to ensure that all lighting and electrical bollards were operational. 12 lights were found to be defective on Westwey Road Marina and replacements have been ordered.
- 4 x new trolleys have been purchased to increase the number of trolleys held at the Marinas.

## Outer Harbour

- Work was commenced to consider replacement of decking on the Cargo stage and Custom House Quay pontoons as per the Asset Management programme. On examination of the pontoons, it was determined that the structures were nearing the end of their working life (approx. 20years plus) and that expenditure on re-decking would not extend the life span. Therefore, this budget has been rolled into future asset management budgets for this infrastructure and a tender process will commence to look at replacement of these pontoons following the 2022 holiday season.

## Peninsula Development

As stated in the Open Port Duty Section, Midas Construction are now on site at the Peninsula and have commenced their ground investigation works.

## Harbour Walls

See Engineering Report.

## Asset Management update

Weymouth Harbour Asset Management Plan: In year spend 2021/2022

Item	Estimated cost	Project Type	Procurement route	Internal staff input	Funding Source	Updates
Replace Indirect hot water cylinders: Harbour Office	£2,500	A, B, C1	P2	M	X	Work ordered £2500.00
Replace boilers - Harbour office	£20,000	A, B, C1	P2	M	X	Work ordered £18 586.84
Break tank: North Quay. Request condition survey possible replacement	£10,000	A, B	P2	L	X	Survey complete suggest change to pipework
Break tank: Cargo Stage.	£10,000	A, B	P2	L	X	As above
Replace Oil Spill containment boom	£10,000	A, B	P2	M	X	Ordered £9268.80



Environment improvements -Sea Hive habitat/Safety signage	£4,500	A, C1	P2	M	X	£4500.00
Cargo Stage visitor berths - replace wooden decking	£25,000	B, C11	P2	H	Y	Budget allocated to replacement of pontoons in 2022
Custom House Quay - visitor berths - replace wooden decking.	£20,000	B, C11	P2	H	Y	As above
Replacement steps (ferry steps). Request condition survey	£30,000	A,B	P2	M	X	Engineer reports good to fair condition. Roll over funds to next year.
Replace concrete steps: Cove area. Request condition survey	£10,000	A,B	P2	M	X	Engineer reports good condition. However Stone Pier steps require remedial work, quotes requested.
Replace wooden Steps onto Nothe steps onto beach	£2,250	A,B	P2	M	X	Completed £2250.00
Maintenance Dredging	£50,000	A,B, C1	P2	H	Y	Establishment of control depths £1500.00
TOTAL	£194,250				Spend to date	£38605.64

Project Type:

**Type A** Normal Harbour Operations

**Type B** Safe and Legal

**Type C 1** Improved Service to customers - break even

**Type C 11** Improved Service to customers - profit

Procurement:

**Type P1** In-house resources only

**Type P2** External resource needed

**Internal staff input** High, Medium, Low (to be defined)

Funding

**X** Revenue budget

**Y** Harbour reserve

**Z** Other (Grant funding, Corporate budget)

## Maritime and Local Events

From September the following events were able to be supported by the Harbour:

- Swim rafts retrieved.
- Motocross.
- November 5<sup>th</sup> firework displays.