



# Harbours Advisory Committee

**Date:** Wednesday, 7 June 2023  
**Time:** 10.00 am  
**Venue:** Council Chamber, County Hall, Dorchester, DT1 1XJ

**Members (Quorum 3)**

Mark Roberts (Chairman), Rob Hughes (Vice-Chairman), Dave Bolwell, Louie O'Leary, Mary Penfold and Sarah Williams

**Independent Members:** Lee Hardy, Richard Tinsley and Philip Thickness.

**Chief Executive:** Matt Prosser, County Hall, Dorchester, Dorset DT1 1XJ

For more information about this agenda please contact Democratic Services Meeting Contact [joshua.kennedy@dorsetcouncil.gov.uk](mailto:joshua.kennedy@dorsetcouncil.gov.uk)

Members of the public are welcome to attend this meeting, apart from any items listed in the exempt part of this agenda.

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## Agenda

Item		Pages
1.	<b>APOLOGIES</b>  To receive any apologies for absence.	
2.	<b>MINUTES</b>  To confirm the minutes of the meeting held on 15 March 2023.	5 - 10
3.	<b>DECLARATIONS OF INTEREST</b>  To disclose any pecuniary, other registerable or non-registerable interest as set out in the adopted Code of Conduct. In making their disclosure councillors are asked to state the agenda item, the nature of the interest and any action they propose to take as part of their declaration.	

If required, further advice should be sought from the Monitoring Officer in advance of the meeting.

#### 4. PUBLIC PARTICIPATION

Representatives of town or parish councils and members of the public who live, work, or represent an organisation within the Dorset Council area are welcome to submit either 1 question or 1 statement for each meeting. You are welcome to attend the meeting in person or via MS Teams to read out your question and to receive the response. If you submit a statement for the committee this will be circulated to all members of the committee in advance of the meeting as a supplement to the agenda and appended to the minutes for the formal record but will not be read out at the meeting. **The first 8 questions and the first 8 statements received from members of the public or organisations for each meeting will be accepted on a first come first served basis in accordance with the deadline set out below.** Further information read [Public Participation - Dorset Council](#)

All submissions must be emailed in full to [joshua.kennedy@dorsetcouncil.gov.uk](mailto:joshua.kennedy@dorsetcouncil.gov.uk) by 8.30am on Friday 2 June 2023.

When submitting your question or statement please note that:

- You can submit 1 question or 1 statement.
- A question may include a short pre-amble to set the context.
- It must be a single question and any sub-divided questions will not be permitted.
- Each question will consist of no more than 450 words, and you will be given up to 3 minutes to present your question.
- When submitting a question please indicate who the question is for (e.g., the name of the committee or Portfolio Holder).
- Include your name, address, and contact details. Only your name will be published but we may need your other details to contact you about your question or statement in advance of the meeting.
- Questions and statements received in line with the council's rules for public participation will be published as a supplement to the agenda.
- All questions, statements and responses will be published in full within the minutes of the meeting.

#### 5. CHAIRMAN'S REPORT

To consider a verbal report by the Chairman.

#### 6. HARBOUR CONSULTATIVE GROUP MINUTES

To note the minutes of the Bridport, Lyme Regis and Weymouth Harbour Consultative Groups.

- 7. HARBOUR MASTER UPDATES** 31 - 46
- To receive updates from the Weymouth and Bridport & Lyme Regis Harbour Masters.
- 8. HARBOURS YEAR END BUDGET REPORT 2022/23** 47 - 62
- To consider a report from the Weymouth and Bridport & Lyme Regis Harbour Masters.
- 9. HARBOURS BUDGET MONITORING REPORT 2023-24** 63 - 74
- To consider a report by the Weymouth and Bridport & Lyme Regis Harbour Masters.
- 10. FLOOD & COASTAL EROSION RISK MANAGEMENT (FCERM) ENGINEERING UPDATE** 75 - 82
- To provide an engineering update for Weymouth, Bridport and Lyme Regis harbours.
- 11. CONSULTATION ON GENERAL DIRECTIONS** 83 - 124
- To consider a report from the Weymouth Harbour Master.
- 12. FORWARD PLAN** 125 - 130
- To consider the Harbours Advisory Committee Forward Plan.
- 13. URGENT ITEMS**
- To consider any items of business which the Chairman has had prior notification and considers to be urgent pursuant to section 100B (4) b) of the Local Government Act 1972. The reason for the urgency shall be recorded in the minutes.
- 14. EXEMPT BUSINESS**
- To move the exclusion of the press and the public for the following item in view of the likely disclosure of exempt information within the meaning of paragraph x of schedule 12 A to the Local Government Act 1972 (as amended).
- The public and the press will be asked to leave the meeting whilst the item of business is considered.
- There is no scheduled exempt business for this meeting.**

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## HARBOURS ADVISORY COMMITTEE

### MINUTES OF MEETING HELD ON WEDNESDAY 15 MARCH 2023

**Present:** Cllrs Mark Roberts (Chairman), Rob Hughes (Vice-Chairman), Louie O'Leary, Mary Penfold, Sarah Williams,

**Independent Members:** Lee Hardy, Richard Tinsley and Philip Thicknesse

**Apologies:** Cllrs Dave Bolwell

**Officers present (for all or part of the meeting):**

Lara Altree (Senior Lawyer - Regulatory), Ken Buchan (Head of Environment and Wellbeing), Claire Connolly (Harbour Office Manager), Kate Critchel (Senior Democratic Services Officer), Joshua Kennedy (Apprentice Democratic Services Officer), Matthew Penny (Service Manager - Flood & Coastal Erosion Risk Management (FCERM)) Ed Carter (Weymouth Harbour Master) and James Radcliffe (Bridport and Lyme Regis Harbour Master)

16. **Minutes**

The minutes of the meeting held on 8 December 2022 were confirmed and signed.

17. **Declarations of Interest**

Cllr Penfold declared a non-pecuniary interest as the Chairman of SCOPAC (Standing Conference on problems associated with the Coastline) and as a member of the Special Coastal Interest Group.

Cllr Roberts declared a non-pecuniary interest as the holder of a mooring at West Bay Harbour, a member of the LGA Special Interest Group – Wessex Regional Flood and Coastal Committee and Chairman of Southern IFCA.

Richard Tinsley declared a non-pecuniary interest as he holds a mooring in Weymouth Harbour.

18. **Public Participation**

There were no public questions or statements.

19. **Questions From Councillors**

There were no questions from councillors.

20. **Chairman's Report**

The committee received a verbal report from the Chairman, who welcomed the new Weymouth Harbour Master to the meeting and also noted the work that had been done by commercial fishermen from Lyme Regis, West Bay, Axmouth and Beer to form a community interest company.

**21. Independent members of the Harbours Advisory Committee**

The committee noted that in accordance with the committee's terms of reference and with the agreement of both the Chairman and the Portfolio Holder for Highways, Travel and Environment, the terms of office for Mr Lee Hardy as a Co-opted member on the Advisory Committee was extended for a further 3-year period until 18 February 2026.

**22. Harbour Consultative Group Minutes**

The minutes of the Weymouth Harbours Consultative Group meeting held on 8 February were presented by Andy Sargent, Chair of Weymouth Harbour Consultative Group.

**23. Consultative Groups - Terms of Reference**

The Head of Environment and Wellbeing presented the Consultative Groups Terms of Reference and explained that this report had come to the committee after further clarification was sought by members of the consultative groups regarding the terms of reference.

In response to a question from a member, the Head of Environment and Wellbeing explained that although the terms of reference did not state that any of the group meetings would be open to the public, the chair of each group could decide to allow public participation at meetings at their discretion.

Proposed by Cllr Williams and seconded by Cllr Hughes.

Decision: That the Terms of Reference for Harbours Consultative Groups be recommended to the Portfolio Holder for Highways, Travel and the Environment for approval.

[Decision - Approval of the Updated Terms of Reference for the Harbour Consultative Groups - Dorset Council](#)

**24. Harbour Master Updates**

The Bridport Harbour Master delivered the updates for Lyme Regis and West Bay harbours. The Harbour Master provided the statistics for Lyme Regis and West Bay harbours, including the quayside parking, mooring occupancy and pontoon usage, and compared these to the previous year's statistics. Members were also informed of staff training being undertaken in the near future and completed maintenance on the pontoon. The Harbour Master informed the committee of an accident that had occurred at Bridport, where a harbour staff member sustained an injury and the changes to their working practices that had been made as a result.

In response to a question from a member, the Harbour Master explained that the dredging work in Lyme Regis harbour had been completed, despite delays due to the weather and the dredging in West Bay harbour was set to start soon.

One member raised a concern about the reporting of the accident, however, was reassured by the Harbour Master that the accident was reported in the correct way.

The Weymouth Harbour Master delivered the update for Weymouth Harbour to the committee and noted the high mooring occupancy rate and the increase in visiting yachts and visitor numbers. The Harbour Master discussed training exercises that had been undertaken by staff at Weymouth harbour and training exercises that were being planned for the near future. It was explained that incidents had been rare recently and a new incident log had been created to keep a record of any incidents that had occurred. Members were informed of one incident where the pontoon had become unstable due to corrosion and following this a forward plan was put into place for repairs and fishing gear previously stored on the pontoon had been removed. A scheme to help fishermen dispose of their fishing waste responsibly was also in place. In regard to works on the harbour, the Harbour Master reassured members that the pier was structurally sound and suitable for the current level of footfall, however work was being done to replace the railings.

In response to questions from members the Harbour Master agreed to provide an update outside of the meeting, on the current state of the chartered diving industry in Weymouth and explained that the cause of the pontoon incident related to the bracket of the pontoon catching on the beam due to corrosion and a visual inspection would be carried out when there was a low-tide.

One member raised a concern regarding vessels that had been left unattended in an un-seaworthy condition and the Harbour Master explained that the harbour staff conducted regular checks on all vessels and worked with the owners to encourage responsible disposal of un-seaworthy vessels.

The committee noted the updates.

## 25. **Harbours Budget Monitoring Report 2022-23**

The Harbours Budget Monitoring Report for Bridport and Lyme Regis was delivered by the Bridport Harbour Master, who explained that for Bridport the expenditure was predicted to be adverse due to increases in travel and fuel costs. While income was predicted to be favourable, due to higher income from parking and licences.

Regarding Lyme Regis members were informed that expenditure was predicted to be adverse due to the same reasons as Bridport, in addition to high dredging costs from two lots of dredging in one year and overspend on equipment. Income was also expected to be favourable.

The Harbour Office Manager delivered the Budget Monitoring Report for Weymouth and informed the committee that the budget monitoring for Weymouth

was an improving picture, with revenue associated with car parks thought to be higher than anticipated and cost saving measures being introduced regarding energy usage. Although there were still cost pressures from insurance, salaries and rising energy costs.

Decision: That the budget monitoring position 2022/23 for Weymouth Harbour, Bridport Harbour and Lyme Regis Harbour be noted.

## 26. **Flood & Coastal Erosion Risk Management (FCERM) Engineering Update**

The Service Manager for Flood and Coastal Erosion Risk Management delivered an update on the FCERM for Lyme Regis, West Bay and Weymouth harbours. Inspections to the harbours were carried out in November and all remedial actions had either been completed or were underway. In Lyme Regis the application for funding for the improvement scheme had been successful and construction was due to begin in 2024. The dredging in West Bay harbour was set to begin in the near future and inspections of the Harbour wall had resulted in the closure of a walkway as a precautionary measure. In regard to Weymouth harbour the Service Manager noted that the pleasure pier was in a structurally sound condition and suitable for light pedestrian usage, however some of the railings were in poor condition and were set to be replaced.

In response to questions from members the Service Manager assured the committee that his team were working closely with the levelling up initiative to get the most effective use out of the available funds; current toilet facilities had been closed due to a drainage issue however a temporary solution was currently in place and that he was working with Dorset Council's Communications team to ensure public messaging was clear surrounding works in the harbour.

The committee noted the FCERM update.

The committee adjourned at 11:27 and reconvened at 11:38.

## 27. **Marine Safety Plan**

The Head of Environment and Wellbeing explained that the Marine Safety Plan had come to the committee after members had requested that it become a standing item on the agenda. It was agreed that accidents and incidents were to be reported quarterly to the Portfolio Holder for Highways, Travel and the Environment and that the previously mentioned accident at Bridport had been reported in this manner. Members were informed that the audit of Bridport harbour was to be undertaken first, due to compliance issues raised at previous meetings and would be completed shortly.

In response to a question from one member, the Head of Environment and Wellbeing assured the committee that a meeting with the designated person had



been arranged for the end of March and that a review on good practice for incident reporting could be arranged with them.

**28. Dorset Harbours Communication Plan**

Dorset Council Harbours Communication Plan was presented by the Harbour Office Manager, who explained that it had been created with the assistance of Dorset Council's Communications team as part of the harbours strategy and included an action plan that would be continually reviewed by the harbours team.

Proposed by Cllr Williams and seconded by Cllr O'Leary.

Decision: That the Harbours Communication Plan be recommended to the Portfolio Holder for Highways, Travel, and the Environment for approval.

[Decision - Approval of Dorset Council Harbours Communication Plan - Dorset Council](#)

**29. Forward Plan**

The forward plan was presented by the Head of Environment and Wellbeing, who noted that the Bridport Pilotage report would be presented at the June meeting and the Asset Management Plan for Bridport and Lyme Regis had been pushed back to the September meeting, to allow for further work to be undertaken.

The committee noted the forward plan.

**30. Urgent Items**

There were no urgent items.

**31. Exempt Business**

There was no exempt business.

**Duration of meeting:** 10.00 - 11.50 am

**Chairman**

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# Agenda Item 6

Bridport (West Bay) Harbour Consultative Group (BHCG) Meeting 27 March 2023, The Salt House 18:00	
Present	
Aubrey Banfield	Commercial Fisherman Rep
Sarah Bennett	Harbour Traders Rep
David Boyland	Non-Commercial Moorings Sub
Jane Hallett	Non-Boating Water Activities Sub
Benjamin Harvey	Assistant Harbour Master
Jason Mathews	Gig Club Sub
Becky McGowan	Harbour Admin Officer, Note Taker
Simon Miles	Commercial Passenger Carrying Vessels Rep & (Group Chair)
James Radcliffe	Harbour Master
Cllr Mark Roberts	Dorset Council Harbours Committee Chair
Cllr Sarah Williams	Town Council
Debbs Urch	Gig Club Sub

1. Welcome & introductions	Action
SM – Welcomed everyone to the meeting, individual introductions were given.	
2. Apologies	
Daryl Chambers – Town Council Rep Ken Buchan - Head of Environment & Wellbeing Mark Conwell – Commercial Fisherman Rep Gavin Brookings – Non-Commercial Moorings Rep	
3. Minutes of the Previous Meeting	
No comments raised.	
4. Harbours Committee Chairs Update	
Ed Carter the new Weymouth Harbour Master is in post, formerly senior Assistant Harbour Master in Chichester. He has visited with Bridport and Lyme Regis Harbours and seems to be settling in well.  Karen Womack is the new Assistant Harbour Master in Weymouth, her previous post as Berthing Officer will be advertised.  A new community interest company CIC, has recently been formed, supported by funding through the UK Fisheries and Seafood Scheme from Marine Management Organisation. The MMO supports this development.  MR – Had attended the boat folk marina Christmas lights event and thought this could be something to consider.  Under the change in governance and functions, Harbour Management becomes an executive function of Dorset Council, with the Portfolio Holder undertaking the responsibility of duty holder, and the existing Harbours Committee becoming an advisory committee making recommendations to the Executive. Whilst still benefiting from the advice and expertise provided by the Harbours Committee, this change will streamline and accelerate the decision-making process, and enable closer working and collaboration across other council services. It will remove harbours business from Full Council meetings where there is insufficient time to scrutinise and question recommendations. Instead, harbours business will be publicised in the Cabinet forward plan, ensuring visibility for both the Place and Resources Overview Committee and the Scrutiny Committee.	
5. Harbour Masters Update	
JR – Presented the HM report.  Everyone on the mooring waiting lists have received mooring offers, we have moorings available in the Harbour still, so we have placed advertisement on social media. SM – Asked how many moorings are there available? JR – Around 10 to 14 private moorings, there are some commercial moorings available, but we are waiting confirmation and will discuss once confirmed. SM – Asked if there are restrictions on moorings.	

JR – Yes there is the local definition, to be residing within 10-mile radius of the Harbour or pay Dorset Council, Council Tax.

Ben Renshaw, our Harbour mechanic will go onto a 0-hour contract at the end of April, we will then advertise this post after job evaluation.

We now have a full time Harbour Assistant, Harry Cornwell and 4 seasonals which make up a full Harbour team.

Bridport Harbour is not subsidised by Dorset Council, the HRO income helps us to be self-sufficient.

Lyme Regis Harbour is still subsidised currently by £62000.

MR – Added the HRO will allow new general directions that replace old Bylaws for example pilotage that hasn't been used.

The Bridport harbour Act is dated 1921.

SM – Asked how the dredging works are going?

JR – The team are going home now due to the weather, they will return on Monday with 2 teams to catch up, hopefully the pontoons will be in before Easter.

JM – Asked if they create noise and does this become a problem?

JR – No.

It was asked if there have been any complaints regarding rubbish from the pipes?

JR – No complaints however there have been lots of advertisement for the public to find out and understand what is happening. There are placed banners, QR codes and information on websites.

There are sewage concerns raised with Southwest waters in Lyme Regis, the sediment has been tested direct from the pipe and the results were good.

MR – Added the dredged material does look dark and murky however it does turn back to normal colour quite quickly.

SM – Asked if there were cost saving from the dredging licence, is this a set fee?

JR – This has saved a lot of time as we don't need to put in applications, we can just book, a deal has been made, the licence is set for a 10-year period.

SB – Asked how long the metal fencing will be placed around the kiosks and toilets? Will the toilets be open?

JR – The quay wall will be closed for the rest of the summer; this includes the toilets. The area is being monitored by the engineers and some investigation works have been done, more cracks have appeared since the latest works.

SW – Added Mark Foxwell and Trevor Ford are dealing with the temporary toilets on Fisherman's Green, BTC have given permission for this.

SB – Asked if this will cause disruption to the use of the green.

SW - This shouldn't cause any disruption to the green.

JR – Will be meeting the new designated person this week, auditing will take place over 3-year periods, firstly in Bridport, then Weymouth and Lyme Regis.

SM – Asked what they will check?

JR – Responded, risk assessments, operational procedures, incident reporting ect It is checked we are operating in line with the Port marine safety Code.

MR – Mentioned the OK's event in Lyme Regis have over 110 entries and the National Squid Champions will be going ahead.

#### 6. User Representative Report

**Gig Club** – Report received.

Our main concern is looking at ways to make the launching and retrieving of gigs easier and safer. The gigs are long, heavy and the slipways often very slippery, especially at very low tides. Any ideas would be most welcome.

JR – We have a new solution to trial on the slipway, this should be arriving shortly. Products used must now be eco friendly which doesn't do the job as well.

Products previously used cannot be used now.

<p>DU – Mentioned they would offer their help but there's no insurance and a risk to Health and Safety.  SM – Asked if there was a type of coating that could be used?  JR – We did this in Lyme Regis, but algae still grows.  SM – Provided an option of copper coat.  DU – Mentioned other Harbours and how they work, trying to look at other solutions, one Harbour uses a winch or cradle,  JR – We do have one of these on the slipway under a cover. This could be utilised.  AB – Suggested truggs, DU noted this to investigate.</p>	
<p>DU – Asked if JR would consider a mooring for the gig boat?  JR – Responded, we would need to find a suitable space, there are some concerns with the river swirls and if the gig could withstand it. The gig would also need lots of cleaning.</p>	JR
<p><b>Town Council</b> – Report received.</p>	
<p>SW – Added the wheelchair for west beach is arriving which is good news.</p>	
<p>West Bay Toilet works will start next week, the toilets will remain open as usual, contract managed by Daryl Chambers</p>	
<p><b>Commercial Passenger Carrying Vessels</b> - Report received.</p>	
<p>Nothing to add to the report.</p>	
<p><b>Harbour Traders</b> – Report received.</p>	
<p>Covered step,  JR - Responded we will be taking top bit off step to make it flat.  SB – Added the beach replenishment, often the sand gets blown over the step and it can't be seen.  JR – Responded the sand that often covers the step is regularly pushed back.</p>	JR
<p>Heras fencing,  MR - Responded, these must be tall fencing for public safety.  SB – Asked, can we add a picture to make it look prettier?  JR – Responded will investigate that, will raise with engineers.  SB – Asked if there will be a reduction for traders effected?  JR – This will need to be raised by them through property services.</p>	JR
<p>Orange bollards,  JR - Responded, they are back out on the road and have been tidied up, they will eventually be made permanent. Will liaise with property services to monitor the movement of these.  SB – Asked why there are delays?  JR – Is unsure, the project wasn't ready to go ahead yet.  SB – Asked if there could be trough style planters there instead?  JR – Responded, will discuss with highways.  MR – Will discuss withing the Ozone parking in their next meeting.</p>	JR MR
<p>Seating areas on the green or East pier?  SW – Will raise with Daryl Chambers.  SB – Asked if we could place more planters?  JR – We will place the boat planters this summer.  We are also trying to build up a reserves pot which can be used for future jobs like this.</p>	SW
<p>Shed, black hut,  JR - Responded, this will be painted soon, already on the list to complete, we have been waiting for dryer weather.</p>	JR

<p>Sunken item on East beach?  JR - Asked if there had been any reports recently?  We haven't received any reports of sightings. BH went out in the summer to see the item but didn't catch it.  JR – Divers were bringing over a marine photographer, but we are needing better weather.  SM – Mark Cornwell suggested he could drag it out.  JR - Will speak with Wessex Waters during their works, to see if they can investigate it. They are currently waiting for material so unsure of when they will begin their works.</p>	<p>JR</p>
<p>Everyone is pleased dredging is earlier this year.</p> <p>Bins,  JR - To raise with waste services.  SM – Can we have more bins or prominent recycle centre.  SW - Will Discuss with Bridport depot.  MR – Will raise as a separate issue within management monthly meeting.</p>	<p>JR  SW  MR</p>
<p>Net bins,  JR – There Was a recycle bin on the pier,  SB – Asked if this can it be replaced?  JR – Will investigate.</p>	<p>JR</p>
<p><b>Commercial Fisherman</b></p>	
<p>AB - Davit cranes,  JR – Is looking to see what options there are, Weymouth Harbour maintain one and are looking to see what they can do. There is an issue with the power supply and motors are replaced.</p>	<p>JR</p>
<p>A request was made for a light at east pier.  JR – Will look into it.</p>	<p>JR</p>
<p>Block on the pull offs, ropes are breaking is there an alternative?  JR – Responded, we will investigate.</p>	<p>JR</p>
<p>AB – Asked if a water supply to the chiller could be fitted?  JR – Responded, we will look into this as we are sure there is ducting there already.</p>	<p>JR</p>
<p><b>Non-commercial Moorings</b></p>	
<p>There has been no contact from recreational users. This has been ongoing since the Consultative group was formed.  JR - Fed back that the proposed opt out question to mooring holders on renewal was discussed with Weymouth Harbour, this had too many implications due to GDPR and time-consuming effort to maintain the contact list, it was decided not to use this approach.</p>	
<p>DB – Asked if he could send an email that can be forwarded onto the mooring holders.  BM – Agreed  AB – Suggested putting contact information outside the office.  JR – Agreed and added that all contact information is on our Harbour website and is also circulated to all mooring holders in our end of and start of season report.  BH – Suggested a meet your representative day, perhaps in September prior to the next consultative group meeting.  DB – Agreed and is happy to do this.  DB – Asked if we could promote contact to slipway users also.</p>	<p>DB  BM</p>
<p>JR – A new Harbour user feedback form is available on the Harbour website.</p>	
<p>SW – Asked if website analytics had been set up?</p>	

<p>JR – Responded, yes but we have no figure to present yet.</p> <p>SM – In the Harbours Committee meeting, a question was raised regarding open to public meetings, could we hold one at the end of each year?</p> <p>JR – Discussed Lyme Regis’s ideas of holding a public meeting in exceptional circumstances for things like change of representative for example.</p> <p>AB – Emphasised the CIC recently created are there to support the marine industry. one off meeting.</p> <p>MR – Felt it is probably best to add a meeting rather than opening one of the consultative group meetings.</p> <p>MR – Mentioned we only receive net income from car parks, but the management and running of the car parks a dealt with by car park services.</p> <p>JM - How does it work with fishing boats taking up permanent residence, JR – Responded, we are looking at moving them and they are charged.</p> <p><b>Non-Boating Water Activities</b></p> <p>Could we have bike stands on the east pier?</p> <p>JR - Will speak with property services to enquire.</p> <p>JH – Asked of there could possibly be some fund raising to cover the costs.</p> <p>JR – Responded, come to us with a proposal and we can discuss this.</p> <p>MR – Asked how many racks?</p> <p>SB – Answered, small amount around 4.</p> <p><b>Commercial passenger tripping</b></p> <p>SM - Silt build up in East basin, is it possible dredgers can get in?</p> <p>JR – Has suggested this to the dredgers, unfortunately they don’t have enough pipes to do this, but we will seek other options.</p> <p>A concern was raised regarding gigs being left by the commercial part of the pontoons; can they be rafted?</p> <p>DU – Acknowledged this and agreed.</p> <p>SM – It was advised to use fenders.</p> <p>DU – Responded that the gigs always have fenders.</p> <p>It was asked if we can restrict commercial pontoons?</p> <p>JR – Responded, when there becomes an increase in vessels using the harbour, we will do this.</p> <p>Is it possible to have board advertising on the gable end of toilet block in main car park?</p> <p>JR – Mark Foxwell is the person to speak with regarding this. <a href="mailto:mark.foxwell@dorsetcouncil.gov.uk">mark.foxwell@dorsetcouncil.gov.uk</a></p>	<p>JR</p> <p>JR</p> <p>JR</p>
<p><b>7. PWC's</b></p>	
<p>SM – Asked if Dorset Council are in favour of PWC's?</p> <p>The RYA school are cleared to instruct but permission is not yet granted. Questions have been asked if teaching can go ahead or launching permitted. Options to permit launching or restrict to tuition could help the school. Tuition through the school could be a gentle way of introducing them back into the Harbour.</p> <p>JR – Gave an overview of Lyme Regis’s discussion and suggested Bridport could use the same options.</p> <p>The Power Boat Club in Lyme Regis is to make a proposal to JR to bring to Committee, this will then be looked at by the members and passed onto the portfolio holders for approval.</p> <p>It was encouraged that all members provide feedback to JR with constructive feedback to go with the proposal to committee.</p> <p>JR – Suggested SM contact Lee Roper and work together on a proposal.</p> <p>SM – Asked if it is a good idea to propose from an instructional position first?</p>	<p>SM LR</p>

<p>JR – The power boat club are proposing a trial through the club only, to ensure they are licenced and competent users.</p> <p>A discussion was held amongst the members.</p> <p>SB – Suggested a clear zone be made for traveling in and out, perhaps using buoys.</p> <p>JR – Responded the Buoys don't work as they move too much with the tide.</p> <p>JR – Explained the Lyme Regis safety online set up on the Harbour website, this is to be introduced to Bridport.</p> <p>The safety guide is designed to provide water safety information to different Harbour users. This is advertised through stickers and QR codes around the Harbour. This could be set up for this season if a subgroup was formed to provide safety page information.</p> <p>SM and DB are happy to do this.</p>	<p>SM DB</p>
<b>8. Q&amp;A's</b>	
<b>9. Any Other Business</b>	
Substitute of Non-Boating Water Activities confirmed, Jane Hallett	
Meeting Concluded 20:26	



Lyme Regis Harbour Consultative Group (LRHCG)  
Meeting 21 March 2023 Lyme Regis Sailing Club 18:00

**Present**

Ken Buchan (KB)	Head of Environment & Wellbeing
Karen D Diggins (KD)	Non-Boating Water Activities Rep
Peter Fosh (PF)	Non-Commercial Moorings Sub
Sally Hollman (SH)	Sailing Club Rep
Cllr Brian Larcombe (BL)	Town Council Rep
Jo Law (JL)	Sea school Chair/Rep
Nick Marks (NM)	RNLI Rep & (Consultative Group Chair)
Becky McGowan (BM)	Admin Officer, Note Taker
Steve Postles (SP)	Vice Chair
James Radcliffe (JR)	Harbour Master
Will Reed (WR)	Harbour Traders Sub
Cllr Mark Roberts (MR)	Dorset Council Harbours Committee Chair
Lee Roper (LR)	Power Boat Club Rep
Matt Styles (MS)	Commercial Fishermen Rep
Virgil Turner (VT)	Boatman/Charters Acting Sub
Philip Wright (PW)	Assistant Harbour Master
Tony Coulson (TC)	Gig Club Sub

1. Welcome & Introductions	Action
<p>NM – Introduced Harbour staff members and welcomed the new Assistant Harbour Master Philip Wright.</p> <p>NM – Welcomed everyone to the meeting, and asked everyone to confirm which group they represent within the group.</p> <p>Matt Styles is now Commercial Fisherman Rep, a Sub is to be voted.</p> <p>A sub is to be voted for Boatmen/Charters. In the absence of Boatman/Charters Rep (Nick Williams), Virgil Turner was acting as their spokesperson at this meeting</p>	
2. Apologies	
<p>Chris Turner – Sailing Club Sub</p> <p>Mark Green – Town Council Sub</p>	
3. Minutes of the Previous Meeting	
<p>JR – Will speak with Resort Cleaning within Dorset Council waste services to find out what areas they are responsible for and to negotiate assistance.</p> <p style="padding-left: 40px;">The resort cleaners in Lyme cover the sandy part of the beach and along the sea front from the Cobb all the way to Church walk. They are responsible for emptying the bins and litter picking the area. They will also sweep areas when needed. They are not responsible for any of Lyme town councils' beaches or bins in the area.</p> <p>KDD - Will speak to Murray Saunders (her HCG sub and a keen foiler) to get the message out.</p> <p style="padding-left: 40px;">The report back was that foil surfers seen swerving in and around the swim buoys are not local however they are known. They will be spoken to next time they are seen. A reminder will be sent via the WhatsApp group again as the season starts.</p> <p style="padding-left: 40px;">There have been no recent reports from the swimmers.</p> <p>JR – Yes, vehicle access along with the use of pallets for fisherman and charges can be investigated. Will discuss with Town Council as necessary.</p> <p style="padding-left: 40px;">No further information yet.</p> <p>Q - Can we see how many people use this site?</p> <p>A – We can ask the host for figures.</p> <p style="padding-left: 40px;">The host of the website has set this up and provided login details to access this information.</p> <p>CJ - Can any decision be appealed?</p> <p>KB – No decision has been made yet, but unsure, will investigate it.</p>	JR

<p>This is still in discussion; KB has spoken with Mark Green Town council and Natural England and is waiting a response.</p> <p>SP - Monmouth beach, when does the lease end?  JR – Unsure, will investigate it.  The lease has expired.</p> <p>Depth gauge is missing.  JR - To replace.  Quotes are being sought currently.</p>	<p>KB</p>
<p>4. Harbours Committee Chair Update</p>	
<p>Under the change in governance and functions, Harbour Management becomes an executive function of Dorset Council, with the Portfolio Holder undertaking the responsibility of duty holder, and the existing Harbours Committee becoming an advisory committee making recommendations to the Executive. Whilst still benefiting from the advice and expertise provided by the Harbours Committee, this change will streamline and accelerate the decision-making process, and enable closer working and collaboration across other council services. It will remove harbours business from Full Council meetings where there is insufficient time to scrutinise and question recommendations. Instead, harbours business will be publicised in the Cabinet forward plan, ensuring visibility for both the Place and Resources Overview Committee and the Scrutiny Committee.</p> <p>Cracks on the inner Harbour side at West Bay, it is looking like it will be autumn before repair works begin.</p> <p>Phase 5 engineering works on the Cobb has been approved, Works are scheduled to start during the summer 2024.  Dorset Coast Forum are waiting for more detailed plans to start engaging in public consultation.</p> <p>Ed Carter the new Weymouth Harbour Master has been in post for 6 weeks now, he has visited Bridport and Lyme Regis Harbours and has settled in well.</p> <p>In the Harbours Committee meeting, a question was raised regarding open to public meetings. NM - asked for the group's opinions, It was discussed amongst the representatives and it was felt open public meetings should be available under exceptional circumstances, in the event something effects larger groups of the community, the majority have representatives and are able to raise anything through them to discuss at the meetings. The minutes from the meetings are made public on the Harbour websites and Dorset Council site and it was suggested a feedback facility be available. It was also suggested a Facebook page be available for feedback that feeds straight to the Harbours Committee, but questions were raised of who will moderate this?  A suggestion was made to live stream the consultative group meetings to reach the broader audience however this may lead up to detail needing more of an explanation than necessary.</p>	
<p>5. Harbour Master Update</p>	
<p>JR – Presented the HM report.</p> <p>Everyone on the mooring waiting lists have received mooring offers, we have moorings available in the Harbour still, so we have placed advertisement on social media.</p> <p>Q - Defined harbour limits under the HRO  A - You can view the Harbour limits plan online via  <a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/114124/2016-07-20_Lyme_Regis_and_Bridport_Harbour_Revision_Order.pdf">The Lyme Regis and Bridport Harbour Revision Order - GOV.UK (www.gov.uk)</a></p> <p>The general directions and legal side for example pilotage requirements, feedback is waiting a response from the MMO, this could take several months.</p>	
<p>6. User Representative Reports</p>	

**Sailing Club** – Report received.

We are still waiting for Natural England to inform us of the future ideas of what Lyme Regis will be, for example changes in leases, any news?

JR – Natural England are meeting mid-April.

OK's event may cause disruption, if there are any concerns, please contact us or speak with JR or NM who can advise and support.

There are 110 entries currently and there are 6 international judges.

MR – Suggested discussing with comms as this may be good to publicise.

It was confirmed, Harbour users can use channel 14 when launching to make others aware to prevent collision.

**Boatman/Charters** - Boatmen don't agree with PWC's being allowed to launch from the Harbour.

It was asked if visiting vessels will be allowed winter moorings?

JR – Responded no, we are too full.

**Commercial Fishermen** - It was discussed in the fisherman's association meeting, vessels mooring against the wall are advised to use their moorings, this will allow more space for unloading.

It was asked to confirm if tying in front of the crane down be allowed in the summer?

JR - This is being discussed currently.

VT – Suggested using barriers around the crane.

There is an ongoing concern regarding dogs on the cobb where fisherman unload.

KB – Informed there is a consultation starting soon for public space protection order for dogs, this may be an opportunity to mention the Cobb.

MR – Will speak with legal services regarding banning dogs along the Cobb.

MR

Lyme Bay conservancy meetings are held 3 times per year.

VT – Commented, there are lots of questions being asked at these meetings, could these be deflected to the proper channels.

Compliments were given to JR and Harbour staff for keeping the Cobb clear.

MS – Asked, does the amount of net need to be stored as there is only one vessel trawling now?

JR – Owners of nets are supposed to be looking at this and reducing where possible.

SP – Raised a concern regarding the increase on parking fees and the conditions that come with permits and is waiting for a response from property services.

JR – Responded, they are extremely busy currently but are getting round to responding, we will however follow up.

VT –Feels the increase is too large of a jump, however, understands they are in line with the overall fees across Dorset Council.

KB – Added that we are still waiting to determine the position of the car parks currently dealt with by property services,

SH – feels a meeting should be held with JR, Commercial users, and Traders. This was agreed and a meeting is to be confirmed.

JR

**Harbour Traders** – The aquarium has hired a new staff member.

Boat Building Academy are holding an Open Day on 15<sup>th</sup> April. Other clubs can apply to set up a stand at the event as the RNLI did last year.

7<sup>th</sup> June is our next boat launch, launching 6 boats.

More courses are available including a 2-week wooden paddleboard making course

and IRMS course.

We also offer taster days for 6<sup>th</sup> formers free.

**Gig club** – Masters Regatta and Lyme Regatta dates are 21st April and 15<sup>th</sup> August.

Support was offered to the Sailing Club for the OK's event.

A new gig build at BBA will be starting in June ready for end of April following year.

**Town Council** – The Council has received a request to designate the Back Beach as a recognised bathing beach. Concerns were raised about swimmers safety, the lack of any lifeguard facility and visibility from the main seafront sandy beach, of the whole of the Back Beach and foot of cliffs towards Charmouth, where most incidents occur, and the trend towards increased paddle boards going east towards Broad Ledge.

JR - Confirmed the harbour jurisdiction in the area is limited from Cobb Gate groyne to the stone breakwater at Church Cliff beach.

The Council supported the new store planning application and its build.

It was asked if Dorset Council would maintain its commitment to their toilet facilities and look at the Cob toilets (adjacent to the Cobb Arms) because of their location, limited capacity, and lack of disability access, as the busiest used in the summer months.

Concerns were raised regarding paddle boarders going off east with the tide, these need to be managed.

JR – Responded, the harbour jurisdiction is from the end of the rock groin to church Cliff.

There is a keen interest in the new store and is in support of the build.

It was asked if there needs to be more public toilets especially during the summer. The Cobb toilets are always busy.

KB – Encouraged contact with property services, Mark Foxwell to discuss any issues. [mark.foxwell@dorsetcouncil.gov.uk](mailto:mark.foxwell@dorsetcouncil.gov.uk)

**Sea School** – Report received.

Town Council commented, a grant was provided to the sea school, they are happy to support the growth of youngsters.

The club can see up to 70 children per day, over 6-week period the club can see up to 280 to 330 children.

**Non-Boating Water Activities** – Report received.

There is now up to 1000 members of blue tits.

Safety information is being fed along to everyone from social media.

Feature on sewage,

JR – Asked what the result were from dredging testing,

KD – The result was good.

**Non-Commercial Moorings** – Asked if there are a scale of car park charges yet?

JR – Responded £11 per day, fees are available on the Harbour website.

A query was raised regarding residency parking particularly mooring holders and the use of Holmbush car park. Parking services are not responding to emails.

MR – Will raise this with the relevant channel to push for a response.

<p>Can there be a marked clearway as slip is cluttered at times, for tenders?  LR – Added there is an issue with trolleys being left for the tide to cover them.  JR – Will monitor this and investigate the marked clearway.</p> <p><b>RNLI</b> – Report received.</p> <p><b>Power Boat Club</b> – The club has had some refurbishment works done which put a delay on producing a proposal for the use of PWC's.</p> <p>LR - Appreciated some constructive comments/feedback however feels some negative feedback is outdated prejudice. For example, PWC's are noisy.</p> <p>NM - Said he had received correspondence from Lyme Regis Town Council, Lyme Regis Sailing Club, Lyme Regis Sea School, Lyme Regis Gig Club, and the Non-Powered Water User Group on the subject of PWCs. All had expressed concerns about the operation of PWCs at Lyme Regis. These concerns covered safety, congestion, noise, environmental issues, and the day-to-day management of PWC activity.</p> <p>A discussion was held amongst the group and similar concerns were raised about management and safety in an already congested area. Also, how the licence restrictions would be managed out of normal working hours.</p> <p>It was mentioned the legislation and bylaws do not include PWC's and the difficulty around changing this, referring to Weymouth Harbours discussion lead by David Brown in the October meeting. However, PWCs are now legally classed as vessels such that the MCA was now able to prosecute dangerous driving under the same legislation as any other vessel.</p> <p>NM – Encouraged an indicative vote from harbour users to show those in favour of allowing PWCs to launch from the harbour and those against.  2 votes received in favour.  8 votes received against.</p> <p>KB – Advised LR to send the proposal to JR to bring to Harbours Advisory Committee, this will then be looked at by the members and passed onto the portfolio holders for approval, if this was the recommendation. Members of the public and the views of the Consultative Group can be made at the Committee meeting through the normal democratic committee process.  It was encouraged that all members provide feedback to JR with constructive feedback to go with the proposal to committee.</p> <p>LR - Would like input from JR and NM with regards to safety to add and improve his proposal.  Both agreed to help.</p>	<p>LR</p>
<p>7. Q&amp;As</p>	
<p>Q - Dredging and silting, sea defencing new break water, if it was shorter would it encourage less sand build up?  A - We want to retain the sand, as its first part of sea defence.</p> <p>Q - Can there be any structural changes made as a means of employing natural tidal water movement and scouring that might reduce the frequency of dredging, – that's now become annual.</p> <p>A – Will need to ask the engineer.</p> <p>Q – pontoons had larger boats on there last year, Is there a max size and tonnage?  A – 10m is the maximum size.</p> <p>Q- Have there been any concern within the general harbours budget?</p>	<p>JR</p>

<p>A – No concerns</p> <p>Q – What is the budgetary assumption of the new store?  A – We have £176000 in reserves.  The works have been delayed due to the pole that needs to be moved, we are waiting for a date for this before we can begin arrangements with builders.  Construction time is estimated 2-4 months.  The Town Council store we used was handed back at the end of February.</p>	
<p><b>8. Any Other Business</b></p>	
<p>SP – Vice chair of the consultative group does not represent or substitute for a group, to remain as vice chair SP will put himself forward to substitute for the fisherman, this be voted on in the fisherman’s association meetings.</p> <p>David Brown reported that the Sailing club access gates are being left open.  JR – Responded, the code will be changed and given to the Sailing club to reduce the number of people having access to the code.</p> <p>JR – Requested, events that are being mentioned, can we be made aware and informed of changes to participation from original estimate.</p> <p>SP - A new community interest company, Lyme Bay Fisherman’s CIC, has recently been formed, supported by funding through the UK Fisheries and Seafood Scheme from Marine Management Organisation. The MMO supports this development and would like to hold meetings in Lyme Regis.</p> <p>The next meeting provisional date 5<sup>th</sup> October 2023</p> <p>Meeting concluded 21:00</p>	

**Present**

Andy Sargent	AS	Chair and RNLI Representative
Ken Buchan	KB	Head of Environment and Wellbeing
Ed Carter	EC	Weymouth Harbour Master
Cllr Mark Roberts	MR	Chair of the Harbours Committee
Dave Caddy	DC	Vice Chair and Harbour Traders Representative
Neil Bedwell	NB	Boatfolk Representative
Alan Hale	AH	Boat Owners Inner Harbour Representative
Tim Day	TD	Clubs of Weymouth Representative
Will Holmes	WH	Weymouth Beach / Leisure Users Representative
Callum Seggie	CS	Training & Education Schools Representative
Rob Gray	RG	Commercial Passenger Carrying Vessels Representative
Jamie Pullin	JP	Charter Boat Association Representative
Mary Harris	MH	Harbour Traders Representative Substitute and Weymouth Harbour Watch
Dan Bell	DB	Commercial Passenger Carrying Vessels Representative Substitute
Amanda Anderson	AA	Dorset Police Resilient Communities Co-Ordinator
Sarah Johnston	SJ	Minute Taker

**1. INTRODUCTIONS, APOLOGIES AND SUBSTITUTE MEMBERS**

**AS** welcomed everyone and opened the meeting.

Apologies from Alison Roberts, Cllr Colin Huckle and Andy Alcock.

**SJ** – Apologies for technical issues delaying meeting start and facilities.

**2. DECLARATIONS OF INTEREST**

None declared.

**3. MINUTES AND MATTERS ARISING**

**AS** asked if everyone was happy with the previous minutes and that they were accepted.

**AS** followed up the issue of the flooding under the Town Bridge has still not been resolved.

**DC** confirmed that it is still happening every time it rains or there is a spring tide. **EC** to follow up.

**AS** Dates to be provided to Andy Alcock regarding the closure of the Pleasure Pier. **EC** advised that it will be covered in the **HM Update**.

**AS** Brewers' Quay redevelopment safety fence has encroached over 2 parking bays. **EC** has not addressed this; apologies given and will follow up on it.

**AS** Updated Terms for HCG have been forwarded to everyone, no comments or feedback.

**KB** confirmed that they will be updated.

**AS** Commercial Operators waiting list update to be provided after the renewals process.

**SJ** confirmed that after the renewals various customers changed their vessels. After these issues were dealt with the commercial offering had been reviewed. **EC** advised that we have a healthy waiting list that needs to be balanced with existing berth holders. There are concerns with previous rafting and channel width within the harbour. A bigger review is underway but will require more time in post to understand the requirements before any new proposals are brought forward. **JP** confirmed that following his meeting with **EC** he had advised his neighbouring berth-holders not to move their vessels without contacting the Harbour Office first. **EC** acknowledged and thanked **JP**; and that all Commercial Berth-

holders had received an email requested that any changes in requirements or thinking of changing a vessel need to be communicated to the Harbour Office first due to the impact and knock on effect of this.

**AS** Angling Shop car parking tickets. **EC** no further issues with this and **JP** confirmed that apart from forgetting his permit and getting a ticket no one else had been ticketed.

#### 4. WEYMOUTH HARBOUR UPDATE

##### 1.0 General Harbour Use

- The harbour has seen a slow start to the 2023 season. Periods of very windy and wet weather, coupled with an early Easter, have held things back.
- Visitor numbers for the time of year are lower than hoped. PWC Permit revenue and Slipway use is down on last year but with rallies and bookings being taken we should see it improve.

##### 2.0 Notable Incidents

- The Harbour team have attended the usual mix of incidents over the last quarter:
  - Life rings thrown into the Harbour.
  - Missing tenders.
  - Pier jumpers.
  - Minor collisions between vessels.
  - Broken trailers at the slipway.
  - PWC user refusing to pay.
  - Report of graffiti.
  - Reports of fly-tipping.
  - A trapped Swan.
- No notable marine incidents have occurred since the last Consultative meeting.

##### 3.0 Alpha/Bravo/Charlie Pontoons

- Work is slightly behind schedule to replace the visitor pontoons in the Outer Harbour.
- Alpha is complete, but due to a delay in the delivery of the services bollards, the Bravo pontoon is currently without water and electric supply.
- Works on all three pontoons are scheduled to be completed by the first week in June.
- The pontoons are robust and very high quality, we are very pleased with them.

##### 4.0 Fishing Storage Compound

- A 24-hour access compound has been created within the commercial area of the port.
- Commercial fishermen that have a berth in Weymouth, can hire either a 6 pallet or 12 pallet storage area, which they can secure with their own padlock.
- Within the storage area, a facility has also been created (in partnership with the Weymouth & Portland Marine Litter Project) where fishermen can leave their plastic waste (old nets, buoys, fish boxes etc) to be sorted and taken for recycling. They will also be using this as a hub for their litter picks along the shoreline.
- Uptake and response to the facility has been very positive.
- The use of the storage area will help to inform decisions for the new areas planned through the Quay Regeneration Project.
- Thank you to Andy Alcock for his input into the creation of this storage area.



## **5.0 Oil Spills & Response**

- We have had a couple of recent spill response events; one where oil was placed in a waste bin on Custom House Quay, and one where a slick was discovered in the Inner Harbour. On both occasions the OSCP has been put into action.
- We urge all persons to be vigilant, and diligent in reporting to the Harbour Office.
- We are here to help. Accidents happen, and if it's not an accident we need evidence to take things further.
- Oil spill contingency training is going on all this week with Oil Spill Response Limited. Boom is being deployed at the Harbour Entrance on 18<sup>th</sup> May, to practice deflection and collection techniques.

## **6.0 Commercial Berths**

- Following some issues earlier in the season, a letter has been sent out to all commercial berth holders reminding them to contact us to discuss berthing arrangements and/or vessel changes. Thank you to Jamie Pullin for communicating this to the Commercial boatmen.
- Further to the partial capsize of the commercial pontoon at Custom House Quay earlier in the year. Repairs have been conducted and the pontoon is fully operational. The gangway for this pontoon has also been repaired. **JP** asked if the definitive cause was discovered. **EC** confirmed that it has not been found.
- Further to an inspection of the pilings along Custom Quay by a diver, it was found that several the pilings are due for replacement. Discussions are being had with the Flood Defence and Coastal Risk teams to tie in the piling replacements to quay wall repairs. The area is being closely monitored by harbour staff.
- Repairs have been made to the gangways to the commercial pontoons adjacent to Custom House Quay and Cosens Quay. Repairs are now being planned for the gangway to access the pontoons in The Cove. These gangways are used constantly by berth holders and members of the public accessing charter vessels and ferries. The repairs were much needed to provide safe access. **JP** asked about the wall along Commercial Road where he is berthed as there is a large hole in it with wildlife utilising it and a potential problem. **EC** will check with the appropriate team.
- Further to concerns raised about broken glass and unauthorised persons on pontoons outside The Anchor & Rendezvous, we have spoken to the Dorset Council Licensing Team.
- The Licensing Team have spoken to the owners of the premises in question, and fencing is now going to be deployed during 'music festivals' to prevent people accessing the sea wall with glasses, and security personnel will be in place at the gangway head to prevent access by unauthorised persons. Will monitor over the summer and go back to the Licensing Team if required.
- Concerns have also been raised regarding the lighting in this area of pontoons. During the night, the pontoon area is dark, and theft of items has been reported. We are speaking to Planning Officers to ascertain whether we can put extra lighting in this area, and whether planning permission is required.

## **7.0 Commercial Port Berths**

- The vessel LECHLADE, berthed in Weymouth Harbour for almost 16 years was towed away on the 4<sup>th</sup> of April.
- VICTORY, the last remaining tug of the Griffin Towage fleet was confirmed sold in April. We are waiting on final confirmation from the new owner. She will be doing some jobs and leaving during the summer.

- The tug KINGSTON remains berthed in Weymouth and is now operated by the company Aquatic Towage.

#### **8.0 Pleasure Pier**

- A contractor has been appointed to carry out a replacement of the railing surrounding the Pleasure Pier.
- The old railings are being removed, and the new railings (black Marshalls Ferrocast) are being sited slightly in from the old, as the wooden beams on the outer pier edge are deteriorating.
- The contractor believes that it will not be necessary to close the pier while works are taking place. They will work on a section at a time and secure the working area from the public with Heras fencing.
- The railings will continue right across the top of the stepped areas. These steps will remain usable, cleaned, and maintained, but out of bounds for all except emergency access.
- Signage is being refreshed around the pier, providing compliance with current safety standards and warning of the prohibition of, and the hazards presented by, jumping from the pier.
- ASB persists in this location. We are working local police and the Community Safety Team to tackle issues, and we are arranging Conflict Resolution Training for Harbour Staff, which we are hoping will be run by PC Ali Roberts from the Dorset Police Marine Engagement Team. We have also scheduled a meeting with a Crime Prevention Officer at the end of the month, to discuss our approach to discourage this behaviour.

#### **9.0 El Galeon**

- The Tallship 'El Galeon' is visiting Weymouth from Thursday 18<sup>th</sup> to Monday 22<sup>nd</sup> of May. The vessel will be berthed alongside the ALPHA visitor pontoon, where she will remain for the duration. The vessel will be open to the public (charges apply) where they can view the ship, and the displays and exhibits onboard.

#### **10.0 Sea Bins**

- PortBin is an innovative solution to help combat litter in ports and marinas.
- Placed in an area where litter is known to gather, the Portbin unit sits just underneath the water's surface and traps litter that floats in, to be removed and disposed of.
- While we are considering financing a Portbin, at a current cost of £5,865 ex VAT we are inquiring to see if there is any local interest in sponsoring a unit, either in full or part. **JP** suggested contacting the crab fishing line recycling company.
- If anyone is interested in discussing, then please contact the Harbour Office.

#### **11.0 Fayre in the Square & Wessex Folk Festival**

- These two large events are taking place on back-to-back weekends on the 27<sup>th</sup>/28<sup>th</sup> May and 3<sup>rd</sup>/4<sup>th</sup> June.
- Road closures will be in place during the events, all berth holders in the area have been notified. We have specified with the event organisers that clear, safe, and unrestricted access to the pontoons is to be always maintained. **AS** advised that Fayre in the Square had not been in contact with the RNLI.

#### **12.0 Other Notable Marine Events**

- Rowing Regatta 27<sup>th</sup> May
- Squib Nationals 23<sup>rd</sup> – 30<sup>th</sup> June

## 5. CONSULTATIVE GROUP UPDATE

- **NB – Boatfolk Marina.** Slow start to the season as well due to the weather but anticipated an increase on the next Bank Holiday weekend. Oil spill update has been sent out to all their berth-holders.
- **RG - Commercial Passenger Carrying Vessels Representative.** Also confirmed a very quiet start to the season.
- **AH - Boat Owners Inner Harbour Representative.** Only issue is a berth-holder is regularly complaining about the water on the North Quay pontoon – noted under the Agenda Item. **EC** to investigate further.
- **JP – Charter Boat Association Representative.** The Charter boats also experienced a slow start to the season due to the weather. **JP** to provide a full list of dates of future Angling Events to **EC**.
- **TD – Training & Education Schools.** May Bank Holiday is going to be very busy. Rowing regatta on the 27<sup>th</sup> of May from the pier along the white buoys and WSC IRC regatta on the Saturday and Sunday with keel boats going out, and the Sailing Academy will be racing further up the bay, which will result in it being very busy. The Squibs (70 of them) will be starting around midday so they will be going out around 10.30/11.00 – they will be held out if it conflicts with a bridge lift. Hooker's dock, the lower dock at the Sailing club has problems with the trees overhanging causing damage to vessels. **EC** to review if the land is part of the Harbour or if Dorset Council need to deal with them. Old Sandbanks Ferry chains have been removed as part of a tidy up and the Sailing club building is 100 years old today, after being purchased from Mr Bussell.
- **CS - Training & Education Schools Representative.** Starting to get back into it after a few good weeks over Easter and ready for half term. Reminder that their vessels are back on the water by Nothe Fort please mind the wash when going past especially at lower springs. Welcomed Ed and invited him to visit the Sea Cadets to meet Sarah the centre Manager.
- **WH - Weymouth Beach / Leisure Users Representative.** Relatively quiet with a busy bank holiday, the lifeguards are on the beach 7 days a week now.
- **MR – Harbours Committee.** The Harbours Advisory Committee is the new name for the Harbours Committee, which now reports to the Portfolio holder rather than the full council this has sped up decision making which has been seen with the pontoons and the budget. On February 14<sup>th</sup> the harbours budget was approved by the full council and that included fee setting. At the last committee meeting the principle of the remove of pilotage was approved and now will go out to the necessary consultees as it is not a public consultation. This will enable us to move forward with tenders especially now that the new pontoons are able to take passengers. At Lyme Regis the OK International 13 countries with 149 boats entered happening at the Bank Holiday weekend as well. The Lyme and West Bay Consultative group have been debating about PWC's, working towards a trial to hopefully process this. An Independent Member is required for the Harbours Committee and advertisement is going out soon. If anyone is interested, it would be for 4 meetings a year.
- **DC - Harbour Traders Representative.** Local restaurants are struggling to get front of house staff at the moment. Comments received about the fencing stored under the town bridge that is used by Rendezvous when various events are held. **EC** to investigate. On the South side of the harbour concern has been raised regarding the structural integrity of the Sand Jetty with weight restriction signs being added to the area where the cars currently park on it. **EC** to speak to engineers regarding the current state of it.
- **MH – Weymouth Harbour Watch.** Launch event this weekend outside the Harbour Office, Police cadets will be there to mark up property. Request as many people as

possible to attend. Stickers have been produced and would like to be put around the harbour – check with **DH** about where these can be put. Leaflets have distributed around the local businesses around the harbour. Wessex FM and Jurassic Radio will be promoting it. Dorset Echo will also advertise this week. The Facebook site and website are live listing the reporting procedures. Thank you to Sarah for her help with getting this up and running. **SJ** to contact DC Coms to promote as well.

- **KB - Head of Environment and Wellbeing.** Nothing to report.
- **AR – Dorset Marine Police.** Report read out by **EC**.
  - **Theft** - Saturday 8th April 2023, between 06:00-18:00pm theft of crabs from pot – Custom house Quay. Pot with remaining crabs left out of the water. Between 8th-9th April 2023, there was a festival along the Weymouth Harbour. Due to the volume of people CCTV negative. Other fishing trade persons were made aware and reported their concerns to the HARBOUR MASTER as well. Fortunately, the HARBOUR MASTER requested increased patrols on the Sunday 9th April 2023, which did happen, and this resulted no further issues the next day - with thanks.
  - **Public Safety Incidents** – Three reports of concern for welfare along the beach front and pier. All parties safeguarded and signposted to support services.
  - **PWC** – 22/04/2023 Personal watercraft data tag AH2098 causing issues for Harbour Staff. No trace on data tag (not registered) associated vehicle shows that DVLA have recorded no longer keeper earlier in the year.
  - **Since the last meeting....**
  - Stolen vessel from the Isle of Wight recovered Ham beach.
  - Reports elsewhere in the county of PWC key being cloned and ski being taken without the consent of the owner – For awareness. Requires someone to sync the electronic control unit to a laptop or device. Does not require the original key to do this.
  - **Planned events / Operations and training.**
  - Weymouth Harbour Watch / Security marking event –
  - Saturday 20th May 2023 launching Weymouth Harbour Watch with the Police & Crime Commissioner attending. Promoting the marine community coming together and working with police and other agencies to prevent, detect and deter marine crime and anti-social behaviour. Cadets, using Selecta DNA will mark items of marine equipment to assist in deterring individuals from stealing items and increase our chances of returning stolen items to the rightful owner should a theft occur.
  - **DATA Tag checks**
  - Saturday 20th May 2023 carrying out Data tag checks on PWC's on Weymouth slip to ensure that riders conform to the harbour rules in having registered their PWC's and ensure that no skis have been reported as stolen – checks on trailers will also be carried out
  - **Op Seagoing / Op Seabird – 2nd July 2023 (Weymouth slip)**
  - Slip way engagement with water patrols to follow – Education and warnings for PWC and power boat riders in relation to their conduct on the water with regards to byelaws and marine wildlife disturbance.
- **AS – RNLI.** A quiet start to the year, a couple of shouts dealing with vulnerable people on the pleasure pier and a couple of broken-down vessels. Lifeboat week will be taking place between the 23<sup>rd</sup> – 29<sup>th</sup> July. The display this year will be a similar structure to previous years but to encourage more audience participation it will live streamed on the RNLI YouTube channel – they need 1000 likes to be able to do this as they are currently at 800 likes. The refurbishment of the station has been delayed so they are reassessing for some slight modifications to take the extra crew kit now held. Restructuring should commence next year but is subject to change.

## 6. AGENDA ITEMS FROM MEMBERS

- **AH** – Water supply to berths on the North Quay Pontoon.
- **AS** – Cruise ship coaches' chaos in Rodwell Ave. When there are 2 cruise ships in then the coaches block the road and passengers have been waiting a long time. A coach also got stuck on the roundabout there. **EC** advised that the problems are being addressed by another department within Dorset Council.

## 7. ANY OTHER BUSINESS

- **NB** – Requested help to get in touch with the department responsible for the sluice gates on Westham Bridge. **EC** will provide **NB** with the contact details.
- **RG** – Raised a request regarding an individual vessel's berthing, which had been previous raised with the Harbour Office. **EC** confirmed that issues with individual berths would not be discussed in this forum, it has been discussed with the customer and if they wanted to come into the office to discuss it again, they are welcome to.
- **JP** - Requested that the Council and Harbour Authority continue and improve consultation with all the harbour users, noting that it is vital to ensure that things don't just go round in circles. **MR** acknowledged that in the future the council need to consult constantly on plans that might be happening or changing. **EC** commented that consultation forms the backbone of Port Marine Safety management, and he encourages it, his door is always open. **AS** advised that any individual issues should be raised through the Harbour Office before escalated at the meeting.

## 8. DATES FOR FUTURE MEETINGS

### Harbour Consultative Group

- 16 August 2023 at Weymouth Town Council Chamber and online via Teams.

### Harbours Committee

- 7 June 2023
- 21 September 2023

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# Bridport (West Bay) & Lyme Regis Harbours Report

Harbours Advisory Committee  
7<sup>th</sup> June 2023



James Radcliffe

Bridport (West Bay) and Lyme Regis Harbour Master

## Bridport Harbour Statistics as of 1<sup>st</sup> May 2023

	2020/21	2021/22	2022/23	2022/23 (May 22)	2023/24 (May 23)
Season Tickets	74	85	82	39	23
Single Launches	504	525	489	87	57
Visiting Boats Nights	67	167	157	9	29
Boat Lifts	63 £7715.35	69 £9,033.62	71 £11,098	21 £2843.33	6 £1,020
Quay Side Parking	£5,617.52	£9,763.75	£8,478	£3,125	174,17
Shop	£15,943.90	£37,799.73	£26,278.66	£3,803	£1,706
Diving Air Fills	£13,006.26	£14,134.03	£28,239.16	£4,251	£1,765
Boat Repairs	£6,292.08	£18,158.28	£13,337.29	£818	£360
Waiting List – Leisure	31	37	17	26	15
Commercial	6	6	6	6	6
Leisure Moorings (out of 137)	139	124	124	128	130
Commercial Moorings (out of 26)	24	26	23	23	19

- Season ticket and day launches are down compared to this time last year, this is due to the weather
- Boat lifts look low compared to this time last year this is because many boat lifts were completed before April 1st
- The Weather has also effected the shop and diving air fills
- Mooring relinquishments 19
- Mooring occupancy is currently 95% for private and 73% for commercial.



## Lyme Regis Harbour Statistics as of 1<sup>st</sup> May 2023

	2020/21	2021/22	2022/23	2022/23 (May 22)	2023/24 (May 23)
Season Tickets	54	61	79	31	31
Single Launches	213	211	249	17	10
Visiting Boats Nights	185	375	412	27	19
Boat Lifts	61 £7450.33	112 £14,722.22	90 £10,231.01	10 £1,776	23 £3,570
Quay Side Parking	£4828.33	£15,535.74	£21,827.13	£4,837.50	£4,417
Shop (New July 2021)		£6,626.02	£8753.10	£1,776	£1,039
Waiting List – Leisure	24	32	20	32	19
Commercial	11	11	11	11	09
Leisure Moorings (out of 209)	193	195	195	195	196
Commercial Moorings (out of 35)	34	35	35	35	34

- Season tickets, day launches are down due to the weather
- Visiting boat nights have also been affected by the weather
- Mooring relinquishments 17
- Mooring occupancy is 94% for private and 94% for commercial.

### Staff, training and Competency

- We welcome Harry Cornwell to the team at Bridport, Harry will be completing a 2-year Apprenticeship with Sea Regs
- Our current engineer has left the team at Bridport, we will be going through recruitment process looking for a qualified marine engineer
- Staff joined Weymouth Harbour for a day on an oil spill exercise.
- Planned Courses
  - Day Skipper
  - VHF
  - First Aid

## **Harbour Consultative Group**

- Both groups met at the end of March and were very well attended, the minutes from these meetings are being reported upon at this meeting.

## **Harbour Revision Order (HRO)**

- Concerns raised from the consultation are currently being looked at and responded to by Ashford's

## **Pilotage Review**

- We are working with ABP Mer to begin the review and plan to bring the review with recommendations to committee in September

# **Harbour Works**

## **Both Harbours**

### **Lyme Regis**

#### **Harbour storage building:**

- A site meeting was held on 19<sup>th</sup> May with National Grid and the builder
- National Grid are waiting for the go ahead from the Department for Business Energy & Industrial Strategy to remove and relocate the pole
- National Grid are scheduling works to replace the substation for October
- The building contractor is due to be on site from 1<sup>st</sup> September
- Completion is estimated to be by April 24

### **Slipway Parking**

- The slipway parking area is having a ANPR system installed, and this is due to go live early June, this will allow staff to concentrate on other harbour duties and should generate additional income where we may have missed vehicles parking previously.

## High Wall

- At the end of March two areas on the High Wall have sustained some storm damage, this has led to the wall being closed to the public while monitoring has been carried out the Coastal Risk Team. This will be covered in the FCERM update.



## Bridport Harbour

- Quay wall in the West basin is being monitored and more details will be reported on in the FCERM update.
- The area has been reopened to the public, but the public toilets remain closed with temporary facilities being sited on the Fishermen Green.

## Accidents and Incidents / PMSC Issues

- An audit by James Hannon our new Designated person from ABP Mer took place at Bridport on the 30th of March, we are expecting the report soon.

## Aids to Navigation

- Ringstead beach missing Topmark from the end of the rock groyne, Engineers have a new top and are looking at ways to have this fitted.

## Maritime and Local Events

### Bridport

- West Bay Days are planning to hold all their main events
  - Pirates Day 7<sup>th</sup> May – which coincided with the Kings Coronation weekend
  - West Bay Day 6<sup>th</sup> August
  - Bonfire By the Beach 28<sup>th</sup> October (In partnership with Bridport Roundtable)
  - November 26<sup>th</sup> will see the switching on of the Christmas tree lights on the green
- Power Boat racing 28<sup>th</sup> April – 1<sup>st</sup> May
- OMRA – Model boat racing 17<sup>th</sup> & 18<sup>th</sup> June
- Gig Regatta 15<sup>th</sup> July
- Boxing Day swim

### Lyme Regis

- LRSC will host many events including the OK World's 22<sup>nd</sup> – 30<sup>th</sup> June
- Gig Club - Master's 15<sup>th</sup> & 16<sup>th</sup> April, Regatta 21<sup>st</sup> May
- RNLI Lifeboat week 22<sup>nd</sup> July – 29<sup>th</sup> July
- Lyme Splash – Water Polo 5<sup>th</sup> & 6<sup>th</sup> August, Swim 3<sup>rd</sup> Sept

# Weymouth Harbour Report

Harbours Advisory Committee  
7<sup>th</sup> June 2023

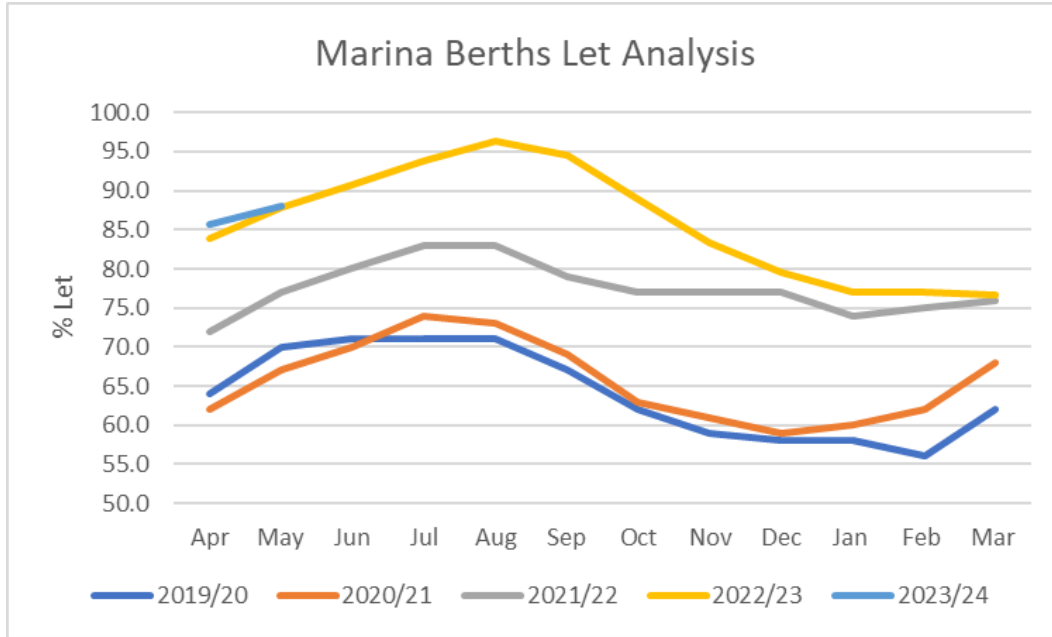


Ed Carter  
*Weymouth Harbour Master*

# Weymouth Harbour Let Analysis

## Marina Berths

Interest in recreational berths remains strong. While the winter period saw the usual period of turnover, it is hoped that another year of high let will be achieved. However, uncertainties in the economy, primarily the current Cost of Living Crisis, make predictions difficult.



## Commercial Berths

Available commercial berths are at almost 100% let, with the remaining spaces being less popular due to access issues (mid-stream pontoon) or size restrictions at the berth.

We are conducting a review of our commercial berths, and the way these berths are managed, considering maintaining a safe channel width, the operational requirements of the berth holders, and the commercial operator waiting list.

## Weymouth Harbour Statistics

	2020/21*	2021/22*	2022/23	2023/24 (to 01 May)	Against Previous Year Profile
Visiting Leisure Craft Revenue ( <i>Berthing Fees</i> )	£53,485	£138,276	£150,804	£13,389	-0.68%
Slipway & PWC Permit Revenue	£22,940	£19,868	£24,598	£4,159	-43.87%
Number of Bridge Lifts	926	1,383	1,193	126	-4.55%
Number of Vessels Transiting Bridge	6,151	7,251	5,915	474	-9.20%
Number of Non-resident Fishing Vessel Visits	193	96	42	7	250.00%
Number of Acts of Pilotage	0	0	0	0	-

*\*Years impacted by Covid restrictions*

The unpredictable weather at the start of the 2023 season has had a noticeable impact on recreational boating activity. While there have been many sunny days, these are often accompanied by 'fresh to strong breezes'. In between the sunny days periods of very heavy rainfall has kept all but the hardiest of mariners in doors.

While visitor revenue and Town Bridge traffic are only just behind profile, the slipway at Cousens Quay is much quieter than usual. Revenue from PWC permits is down, with 9 PWC docks currently vacant (compared to 100% let this time last year), which accounts for over £1,000 of the shortfall seen so far this season.

We are exploring options for chargeable short term trailer storage in the commercial area of the port, to encourage trailered vessels to make longer stays as visitors, while keeping the area around the Cousens Quay slipway free and clear for daily use.

Bookings for visitor berths are looking promising, with some big rallies making good use of the new pontoons. With luck, the weather will continue to improve, and we hope to have another busy, and successful season.

# Harbour Operations & Port Marine Safety – Quarterly Update

## 1.0 Harbour Use

1.1 The harbour has seen a slow start to the 2023 season. Periods of very windy and wet weather, coupled with an early Easter, have held things back.

1.2 Visiting yacht numbers are slightly down, most likely due to the continued unsettled weather. A big decrease is noticed at the slipway this year, where launches are down by almost 50% for the comparable period in 2022.

## 2.0 Staff Changes

2.1 Liam Rowland has been appointed to the position of Berthing Officer and took up the post on 01 May. Following this appointment, the Harbour Team is operating at full strength going into the 2023 season.

2.2 Paul Cook has returned to join the team as a Seasonal Assistant.

## 3.0 Operations

### 3.1 Powers of General Direction

Powers of General Direction have been assessed by specialist maritime solicitors and a final draft has been produced. The recommendation is now that the Brief Holder permits Weymouth Harbour to conduct a 6-week public consultation on the Directions, in accordance with Section 22 of the Weymouth Harbour Revision Order, prior to them coming into force.

### 3.2 Oil Spill Contingency Plan

A Tier One Oil Spill Exercise was conducted in early March. The exercise was very successful and provided a good test of the Oil Spill Contingency Plan regarding the Notification, Deployment, and Table-Top training requirements put on Harbour Authorities by the MCA.

Further oil spill training was carried out in May with Oil Spill Response Limited. Shoreline Cleanup Assessment Training, deployment of booms around a static vessel, and the deployment of booms in the harbour entrance to simulate deflection and collection techniques were attended by members of the Harbour Teams from Weymouth, Bridport, and Lyme Regis.

### 3.3 Oil Spills

We have had a couple of recent spill response events; one where oil was placed in a waste bin on Custom House Quay, and one where a slick was discovered in the Inner Harbour.





On both occasions the OSCP has been put into action.

The recent spills have been discussed with the Harbour Consultative Group, and we urge all persons to be vigilant and responsible in their practices, and diligent in reporting to the Harbour Office.

#### **4.0 Incidents**

4.1 The Harbour team have attended the usual mix of incidents over the last quarter:

- Life rings thrown into the Harbour
- Missing tenders
- Pier jumpers
- Minor collisions between vessels
- Broken trailers at the slipway
- PWC user refusing to pay
- Report of graffiti
- Reports of fly-tipping
- A trapped Swan

4.2 An incident occurred where a member of the Harbour Team slipped and fell on steps at the Pleasure Pier, while investigating reports of a missing life ring. A step-plate was partially loose, and when stepped upon it moved, and the team member lost their footing. The team member received cuts and bruises during the fall. The incident was reported under RIDDOR (Reporting of Injuries, Diseases and Dangerous Occurrences Regulations). The team member recovered quickly and returned to work after a couple of days recuperation.

The steps at the Pleasure Pier have been deemed as 'off limits' to all members of staff, and access is only to be made in an emergency with two staff now required to attend should access below the pier be necessary. The steps have been pressure washed and the loose plate repaired.

4.3 No other notable marine incidents have occurred since the last meeting.

## 5.0 Harbour Works

### 5.1 Dorset Harbours Strategy

Strategic Goal 1 of the Dorset Harbour Strategy is to maintain safe working harbours and provide high quality infrastructure and facilities. The following harbour works are all being carried out in pursuit of this goal.

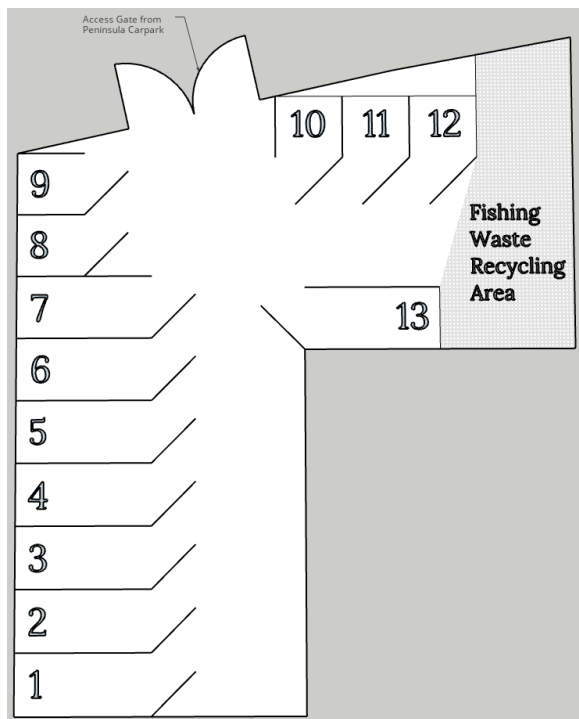
### 5.2 Visitor Pontoons

Work is on schedule to replace the Alpha, Bravo, and Charlie visitor pontoons. At the time of writing, Alpha pontoon was complete, with Bravo due to be ready with services available by Thursday 18<sup>th</sup> May, and Charlie scheduled to be finished by the first week in June.

Due to a delay in the supply of electric bollards, the services on Bravo have been held back by a couple of weeks, but contractors are now catching up. The pontoons are robust and very high quality, we are very pleased with them.

### 5.3 Fishing Gear Storage Area

A 24-hour access compound has been created within the commercial area of the port. Commercial fishermen that have a berth in Weymouth, can hire either a 6 pallet or 12 pallet storage area, which they can secure with their own padlock.



Within the storage area, a facility has also been created (in partnership with the Weymouth & Portland Marine Litter Project) where fishermen can leave their plastic waste (old nets, buoys, fish boxes etc) to be sorted and taken for recycling.

Uptake and response to the facility has been positive. The use of the storage area will help to inform decisions for the new areas planned through the Quay Regeneration Project and the assistance we are able to give with the provision of these facilities helps to strengthen relationships with our stakeholders in the commercial fishing community, as outlined in Goal 2 of the Harbours Strategy.

#### 5.4 Custom House Quay Commercial Pontoon

Further to the partial capsize of the commercial pontoon at Custom House Quay earlier in the year. Repairs have been conducted and the pontoon is fully operational. The gangway for this pontoon has also been repaired.

Further to an inspection of the pilings along Custom Quay by a diver, it was found that several the pilings are due for replacement. Discussions are being had with the Flood and Coastal Risk teams to tie in the piling replacements to quay wall repairs. The area is being closely monitored by harbour staff.

#### 5.5 Repairs to Gangways

Repairs have been made to the gangways to the commercial pontoons adjacent to Custom House Quay and Cousens Quay. Repairs are now being planned for the gangway to access the pontoons in The Cove. These gangways are used constantly by berth holders and members of the public accessing charter vessels and ferries. The repairs were much needed to provide safe access and contribute towards the Strategic Goal 1 of the Dorset Harbours Strategy.

#### 5.6 Commercial Berth Holder Concerns

Further to concerns raised about broken glass and unauthorised persons on pontoons outside The Anchor & Rendezvous, we have spoken to the Dorset Council Licensing Team.

The Licensing Team have spoken to the owners of the premises in question, and fencing is now going to be deployed during 'music festivals' to prevent people accessing the sea wall with glasses, and security personnel will be in place at the gangway head to prevent access by unauthorised persons.

Concerns have also been raised regarding the lighting in this area of pontoons. During the night, the pontoon area is dark, and theft of items has been reported. We are speaking to Planning Officers to ascertain whether we can put extra lighting in this area, and whether planning permission is required.

#### 5.7 Pleasure Pier

A contractor has been appointed to carry out a replacement of the railing surrounding the Pleasure Pier. The old railings are being removed, and the new railings (black Marshalls Ferrocast) are being sited slightly in from the old, as the wooden beams on the outer pier edge are deteriorating.

The contractor believes that it will not be necessary to close the pier while works are taking place. They will work on a section at a time and secure the working area from the public with Heras fencing.

The railings will continue right across the top of the stepped areas. These steps will remain usable, cleaned, and maintained, but out of bounds for all accept emergency access.

Signage is being refreshed around the pier, providing compliance with current safety standards and warning of the prohibition of, and the hazards presented by, jumping from the pier. ASB persists in this location. We are working local police and the Community Safety Team to tackle issues, and we are

arranging Conflict Resolution Training for Harbour Staff, which we are hoping will be run by PC Ali Roberts from the Dorset Police Marine Engagement Team.

## **6.0 Commercial Port Berths & Notable Traffic**

### 6.1 Commercial Port Berths

The vessel LECHLADE, berthed in Weymouth Harbour for almost 16 years was towed away on the 4th of April.

VICTORY, the last remaining tug of the Griffin Towage fleet was confirmed sold in April. While her departure is imminent, we are waiting on final confirmation from the new owner.

The tug KINGSTON remains berthed in Weymouth and is now operated by the company Aquatic Towage.

### 6.2 El Galeon

The Tallship 'El Galeon' is visited Weymouth from Thursday 18th to Monday 22nd of May. The vessel was berthed alongside the ALPHA visitor pontoon, where she remained for the duration.

The vessel was open to the public (charges applied) where they could view the ship, and the displays and exhibits onboard.

Upon her safe arrival on Thursday, the vessel immediately started to generate a lot of interest from the public, with many people arriving to view her from the quayside. Initial reports from the operator showed a high uptake of pre-booked tickets to view the vessel. Interest remained high throughout her stay, with many people commenting to Harbour staff how great it was to see a vessel like this in Weymouth.

The vessel left Weymouth safely early on Tuesday morning, a slight delay to the scheduled departure time due to forecast headwinds on her route to Southend.

'Foundation Nao Victoria', the vessel operators, reported the following visitor numbers (tickets sold) over the four days:

- Adult – 2,686
- Child – 352
- Family – 264

Assuming the family tickets averaged 2 adults and 2 children, then overall total number of persons amounts to 4,094.

Again, referencing the Harbours Strategy, the visit of El Galeon has provided great interest and attracted many visitors to Weymouth that will provide valued contribution to the local economy.



## **7.0 Pilotage**

7.1 No acts of pilotage have taken place during this reporting period.

## **8.0 Upcoming Events Relevant to Harbour Operations**

### 8.1 Fayre in the Square & Wessex Folk Festival

These two large events are taking place on back-to-back weekends on the 27th/28th May and 3rd/4th June.

Road closures will be in place during the events, all berth holders in the area have been notified. We have specified with the event organisers that clear, safe, and unrestricted access to the pontoons is to be always maintained.

### 8.2 Racing & Regattas

- Weymouth Rowing Regatta – 27th May
- SQUIB National Championships – 23rd to 30th June

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## Harbours Advisory Committee

7 June 2023

## Harbours Year End Budget Report 2022/23

### For Review and Consultation

**Portfolio Holder:** Cllr R Bryan, Highways, Travel and Environment

**Local Councillor(s):** All Councillors

**Executive Director:** J Sellgren, Executive Director of Place

Report Authors: Ed Carter (Weymouth) Claire Connolly (Weymouth), James Radcliffe (Bridport and Lyme Regis)

Title: Business Manager, Harbour Masters

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**Report Status:** Public

**Brief Summary:** This report sets out the end of year actuals and the balance of Harbour Reserves for Bridport, Lyme Regis and Weymouth Harbours as at the end of 2022/23. The financial summaries are given in the appendices.

**Recommendation:** To note the final actuals and reserve balance for 2022/23.

1. Note the 2022/23 end of year actuals for Bridport Harbour
2. Note the 2022/23 end of year actuals for Lyme Regis Harbour
3. Note the 2022/23 end of year actuals for Weymouth Harbour

**Reason for Recommendation:** The Dorset Council Harbour Strategy, strategic goal number four is to have a balanced budget whilst building the ability for investment into the harbours. It is intended for harbours to become financially self-sufficient and be able to manage any reserves to ensure that the harbours see reinvestment to support strategic goals.

The Harbours' budget monitoring and regular reporting to the Harbours Advisory Committee helps manage the risks of under or overspending the budget.

## 1. **Weymouth Harbour:**

- 1.1. The year end budget and actuals are given at Appendix 1. The Weymouth Harbour operational budget was approved with an expectation that there would be a surplus of £104,637.
- 1.2. The Harbour Revision order clarifies the car parks which are located inside the harbour estate. The net income generated from those car parks are transferred into the harbour reserve at the year end to support the harbour asset plan and to contribute to the regeneration of the peninsula through improvements to car parks, commercial area, walls, public realm and pleasure pier. The year end surplus is budgeted at £349,460.
- 1.3. These budgeted surpluses totalling £454,097 have been transferred to the harbour reserve.
- 1.4. Budget expectations have been exceeded which has resulted in a further £483,958 being transferred into reserves. Of this surplus, £127,040 will be carried forward into the new financial year to fund projects from the Asset Management Plan that were not completed, details are at paragraph 1.8.
- 1.5. The final balance of reserves for Weymouth Harbour is £2,777,552.
- 1.6. **Operational Budget Income: Overall £139,567 (F)**

There is reduced income in the following areas:

- Reduced number of visiting fishing vessels.

Favourable variances are as follows:

- Fees for filming that took place in and around the harbour.
- Increased recharges for customers requiring services such as vessel moves / forklifting.
- Berthing fees generated from commercial visiting vessels associated with the Tugs moored in the commercial area.
- Marina berths both annual and temporary.
- Income from slipway and sale of motorised water sports permits.
- Income from visiting leisure craft.



### 1.7. Operational Budget Expenditure: Overall £13,542 (A)

The variances to budget are as follows:

- Increased salary costs due to pay award.
- Increased insurance costs based on last year's actuals.
- Increased energy costs.
- Urgent and essential repairs to pontoons and walkways resulted in an overspend on response maintenance.
- Reduced spend on advertising and marketing based on previous trends.
- Savings against annual contracts.
- Decrease in rates for harbour properties.

### 1.8. Asset Management Plan Improvements Weymouth Harbour Budget:

1.8.1 Below is a list of projects for 2022/23. The programme of works is an extract from the 25-year Harbour Asset Management Plan. In-year projects are funded from revenue budgets; pontoon replacement and maintenance dredging are funded from reserves. It was not possible to complete all of the projects within this financial year, these will be carried forward to 2023/24.

PROJECT	BUDGET	C/F	COMMENTS
Refurbishment of Port Traffic Signals	£3,250	Y	Review exact requirements to consider works to be completed
Cargo stage works following relocation of fish landing quay (FLQ)	£51,000	Y	Relocation of FLQ not complete, project to be carried forward into new financial year
Provision of Local Traffic Service and Weather Station	£25,000	–	Project complete
Oil spill provisions	£10,000	Y	Stock reviewed and any additional requirements from the planned emergency exercise will be funded from this budget
Replace Pleasure Pier railings	£30,000	Y	Order placed, awaiting confirmation of final

			delivery and installation dates (final price £62k)
Works to Pleasure Pier buildings	£20,000	–	Complete
Electric / lighting installation commercial berths		–	Cost £6,250. Funding £5,190. See para 1.8.3
<b>Works to be funded by revenue budget</b>	<b>£139,250</b>		
Maintenance Dredging	£50,000	Y	Spend for this year £33.6k, balance remains in reserve for future schemes
Pontoon replacement for visiting vessels	£280,000	Y	Works started in March 2023 and will be completed by June 2023. Spend for this year £197,283. See para 1.8.2
<b>Works to be funded from reserves</b>	<b>£330,000</b>		

1.8.2 The approved schedule of works for 2022/23 included replacing a section of visitor pontoon berths in the outer harbour. Due to the deterioration of other sections of visitor pontoons it was decided to get quotes to replace the whole run from Ferry Steps to Custom House Quay and bring forward the funding from reserves. Costs came back on the following: option 1 to replace the whole run or option 2 to replace all but one section as this section was newer and not yet due for replacement. The costs are £554,000 versus £488,000. Approval was given to proceed with option 1 as it was considered better value overall and safer to have the same safe berthing guidelines for the whole facility. The installation will be completed June 2023. Partial payment has been made, £356,987 will be funded from the 2023/24 financial year.

1.8.3 Funding has also been taken to install electricity and lighting to the commercial pontoons, east of the town bridge. We were successful in

receiving 75% funding towards this project from the Fisheries and Seafood Scheme.

1.8.4 Careful consideration of the harbour's assets continues to be key to the financial success of the harbour and to protect and improve income. This is under constant review both in the short and long term to review how assets are being used, to maximise the life of items and to review the priorities.

### 1.9. **Weymouth Harbour Reserves Summary**

- Revenue reserve - the year end position is £2,777,552, this ringfenced balance is committed to the future cost of the pontoon replacement which is a significant financial commitment and essential to maintain and improve income.
- Pleasure Pier Reserves – £20,000 per annum is set aside to fund basic maintenance to the Pleasure Pier. The last major works were undertaken in 2016 to the value of about £65,000. An above water and diver visual condition survey of the Pleasure Pier has been undertaken. A decision will now be made on the level of works that is needed and any future financial commitment.
- Capital Receipt Reserves a number of assets were sold in 2021 and the revenue generated has been placed in the reserve fund. These funds can be used for Capital works.

## 2 **Bridport Harbour**

2.1 Bridport Harbour budget and year end actuals are given at Appendix 2.

2.2 Expenditure Overall - £161,132 (A)

2.3

- The main variances to the budget predictions are as follows: Overspend on Internal Charges caused by management fee from parking for management of harbour car parks following implementation of HRO arrangements. This will be more than offset by additional income from parking (explained further below).
- Overspend on pay, partly caused by increased hours, and over 4% pay award in 2022/23 (£1,925 flat pay award). As Bridport Harbour is self-financing, this additional pay award cost was not funded centrally.
- Minor saving on premises related expenditure.

- Overspends on Transport caused by increased fuel costs, mileage claims and vehicle repairs & maintenance.
- Significant overspend of £110k on supplies & services mainly as a result of the June 2022 dredge, and split costs for the March / April 2023 dredging.
- Close to budget on third party contractor payments.
- Deficit of income on the boat repairs budget
- Surplus of harbour income of £170k due mainly to car parking income following HRO adjustments (£91k surplus) and property concession income, again following HRO. Smaller surplus income balances on mooring and other marine income fees.
- £52.7k transferred into reserve at year end – the original £25.3k budgeted transfer, and a further £27.4k as a result of higher than budgeted net surplus.

#### 2.4 Revenue Budget Income - £188,597 (F)

- Increase in car park income relating to the HRO
- Increase in licenses relating to the HRO
- Increase in diving air fills

#### 2.5 Reserve Movements

- The budgeted transfer to reserves is currently predicted to be £52,765.

### 3 **Lyme Regis Harbour**

3.1 Lyme Regis budget and year end actuals are given at Appendix 3.

3.2 Expenditure Overall - £178,694 (A)

3.3 The main variances to the budget predictions are as follows:

- £34k underspend on pay budget to mainly to vacant Assistant Harbour Master post in majority of the year.
- Overspend on Transport – see same reasons as Bridport above.
- £194k overspend on supplies & services budget, mainly due to 2 full year dredging costs (June 2022 and March 2023). Also includes a £32k overspend on equipment, mainly due to a significant cost with Rob Perry Marine of £16k
- Overspend on general contractors costs

- Offsetting the additional costs of 2 full years of dredging in the accounts, there was also 2 years of EA grant, so £66k favourable variance on the budgeted grant income.
- Net income of £3k from memorials
- Surplus harbour income of £129k, spread across all income streams, from concessions (HRO), mooring fees, boat storage, car parking and overnight stays.
- Overall position of £19.5k favourable variance against the net budget, however no transfer to reserve as still a core DC funded service. Level of underspend did not cover the net cost of the service, so underspend returned centrally.

#### 3.4 Revenue Budget Income - £198,256 (F)

- Double contribution of EA funding to mirror the two dredges this year.
- 80K surplus income – spread over all streams i.e., licences, car parks, mooring fees, overnight stays etc.
- Increase in slipway car park income
- Shop income
- Increase use of Kayak storage
- Increase in Visiting vessels & overnight stays

#### 3.5 Reserve Movements

- No anticipated transfer to reserve at year end as now forecasting an overspend and is still a DC funded service by £62K.

### 4. Financial Implications

The report covers the harbours' budgets. The summary information is presented under the standard corporate headings.

The types of expenditure included within each heading are as follows:

- Internal charges – this includes the “above the line” service recharges paid to Dorset Council.
- Pay related costs- costs relating to staffing including basic pay, national insurance, pension contributions and training.
- Premises related costs– utilities and rates, refuse, planned maintenance, surveys, response maintenance.
- Transport related costs – fuel, travel and subsistence.
- Supplies and services – Insurance, advertising, equipment, subscriptions, printing and stationery

The income is made up of:

- Commercial activities – income relating to annual commercial berths, visiting commercial vessels and visiting fishing vessels.
- Leisure activities – marina berths, visiting yachts, use of slipway and PWC permits (PWC permits relate to Weymouth only).
- Rents and licences – income relating to rental of property, vessel and operating licences.
- Recoverable costs – where recharges are made to lease and licence holders for energy. Also includes electricity charged to annual berth holders and visiting vessels.

## **5. Natural Environment, Climate and Ecology Implications**

The Harbours' Budget funds items that have implications for sustainability and climate change. In utilising future budgets every effort will be made where possible to consider how carbon output can be minimised and operations made more sustainable.

## **6. Well-being and Health Implications**

The Harbours' Budgets fund items that have implications for voluntary organisations, community safety and physical activity. It is recognised that looking after the Harbour infrastructure is vital for the safe and efficient use of the Harbour for these purposes. The implications are considered for individual items when funding commitment is being approved.

## **7. Other Implications**

Harbour issues are subject to regular consultation with customers, the Harbour Consultative Groups and the Harbours Advisory Committee.

The harbours' accounts form part of the Council's overall Statement of Accounts, which is considered and approved by the Audit Committee

## **8. Risk Assessment**

- 8.1. HAVING CONSIDERED: the risks associated with this decision; the level of risk has been identified as:

Current Risk: Medium

Residual Risk: Medium

The Harbours' budget monitoring and regular reporting to the Harbours Advisory Committee helps manage the risks of under or overspending the

budget. Many items of expenditure have a link to safety of customers and the general public.

**9. Equalities Impact Assessment**

There are no equalities implications arising from this report.

**10. Appendices**

- Appendix 1 Weymouth Harbour Financial Summary
- Appendix 2 Bridport Harbour Financial Summary
- Appendix 3 Lyme Regis Harbour Financial Summary

**11. Background Papers None**

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Appendix 1  
 Budget Summary 2022/23 for Weymouth Harbour  
 Harbours Advisory Committee 7 June 2023

	2022/23 Budget £	2022/23 In year reserve transfers £	2022/23 Year end actuals £	Variance £
<b>Summary of Harbour Operational Budget:</b>				
<b>Expenditure:</b>				
Employees	540,942		556,737	(15,795) (A)
Premises	152,370		155,181	(2,811) (A)
Transport	911		1,454	(543) (A)
Supplies and Services	171,177		149,862	21,315 (F)
Asset Management: In-year projects	139,250	197,283	242,087	94,446 (F)
Asset Management: routine maintenance	64,500		21,545	42,955 (F)
Routine Dredging		33,687	33,687	0 (F)
Service Recharges (Non-controllable)	229,000		229,000	0 (F)
<b>Total Expenditure</b>	<b>1,298,150</b>	<b>230,970</b>	<b>1,389,553</b>	<b>139,567 (F)</b>
<b>Income:</b>				
Rents and Licences	(183,601)		(186,035)	2,434 (F)
Recoverables	(30,565)		(40,959)	10,394 (F)
Commercial Activities	(212,862)		(265,401)	52,539 (F)
Leisure Activities	(975,759)		(1,088,725)	112,966 (F)
<b>Total Income</b>	<b>(1,402,787)</b>		<b>(1,581,120)</b>	<b>178,333 (F)</b>
<b>Operational Net Budget</b>	<b>(104,637)</b>	<b>230,970</b>	<b>(191,567)</b>	<b>317,900 (F)</b>
<b>Net car parking income</b>	<b>(349,460)</b>		<b>(515,516)</b>	<b>166,056 (F)</b>
<b>Harbour Revenue Reserve (986995)</b>				
Balance b/f			(2,113,783)	
Budgeted transfer to reserves at year end			(454,097)	
Surpluses over budget			(483,958)	
Transfer to deposits held reserves			7,003	
Asset Management pontoon replacement			197,283	
Annual maintenance dredging			50,000	
Annual contribution to Pleasure Pier reserves			20,000	
<b>Final Year End Balance</b>			<b>(2,777,552)</b>	
<b>Reserves: Maintenance Dredging (986231)</b>				
Balance b/f			(47,262)	
Year 2 (2022/23) annual contribution			(50,000)	
Year 2 spend			33,687	
<b>Final Year End Balance</b>			<b>(63,575)</b>	
<b>Reserves: Capital Receipts (984026)</b>				
Balance b/f			(69,033)	
<b>Final Year End Balance</b>			<b>(69,033)</b>	
<b>Reserves: Pleasure Pier (986123)</b>				
Balance b/f			(106,551)	
Annual contribution			(20,000)	
<b>Final Year End Balance</b>			<b>(126,551)</b>	
<b>Reserves: Deposits Held (951522)</b>				
Balance b/f			(9,115)	
Deposits taken 2022 and 2023			(7,003)	
<b>Final Year End Balance</b>			<b>(16,118)</b>	

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**Appendix 2****Budget Summary 2022/23 for Bridport Harbour**

Harbours Advisory Committee 7 June 2023

	2022/23	2022/23		
	Full Yr Budget	Year End Actuals	Variance	
	£	£	£	
<b>Summary of Revenue Budget:</b>				
<b>Expenditure:</b>				
Internal Charges (Expenditure)	81,476	116,487	(35,011)	(A)
Pay Related Costs	147,992	162,723	(14,731)	(A)
Premises Related Costs	37,900	34,392	3,508	(F)
Transport Related Costs	2,641	8,404	(5,763)	(A)
Supplies and Services	156,510	267,195	(110,685)	(A)
Third Party Payments (Contracted Out)	30,100	28,548	1,552	(F)
<b>Total Expenditure</b>	<b>456,619</b>	<b>617,751</b>	<b>(161,132)</b>	<b>(A)</b>
<b>Income:</b>				
Reimbursements & Contributions	(23,200)	(8,319)	(14,881)	(A)
Fees and Charges	(492,469)	(662,197)	169,728	(F)
Internal Charges (Income)	0	0	0	(F)
Minimum Revenue Provision	33,750	0	33,750	(F)
<b>Total Income</b>	<b>(481,919)</b>	<b>(670,516)</b>	<b>188,597</b>	<b>(F)</b>
<b>Total Bridport Harbour</b>	<b>(25,300)</b>	<b>(52,765)</b>	<b>27,465</b>	<b>(F)</b>

**Bridport Harbour Reserve (986847)**

	£
Balance b/f from 2021-22	(40,483)
2022-23 Surplus Transfer to Reserves	(52,765)
<b>Final Year End Balance</b>	<b>(93,248)</b>

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**Appendix 3****Budget Summary 2022/23 for Lyme Regis Harbour**

Harbours Advisory Committee 7 June 2023

	2022/23	2022/23		
	Full Yr Budget	Year End	Variance	
	£	Actuals	£	£
<b>Summary of Revenue Budget:</b>				
<b>Expenditure:</b>				
Internal Charges (Expenditure)	82,638	83,630	(992)	(A)
Pay Related Costs	133,272	99,728	33,544	(F)
Premises Related Costs	29,700	28,619	1,081	(F)
Transport Related Costs	11,100	19,236	(8,136)	(A)
Supplies and Services	132,320	326,591	(194,271)	(A)
Third Party Payments (Contracted Out)	11,600	21,520	(9,920)	(A)
<b>Total Expenditure</b>	<b>400,630</b>	<b>579,324</b>	<b>(178,694)</b>	<b>(A)</b>
<b>Income:</b>				
Government Grants	(66,000)	(132,000)	66,000	(F)
Reimbursements & Contributions	0	(2,875)	2,875	(F)
Fees and Charges	(262,949)	(392,330)	129,381	(F)
Internal Charges (Income)	0	0	0	(F)
Minimum Revenue Provision	0	0	0	(F)
<b>Total Income</b>	<b>(328,949)</b>	<b>(527,205)</b>	<b>198,256</b>	<b>(F)</b>
<b>Total Lyme Regis Harbour</b>	<b>71,681</b>	<b>52,119</b>	<b>19,562</b>	<b>(F)</b>

**Lyme Regis Harbour Reserve (986988)**

	£
Balance b/f from 2021-22	(176,958)
2022-23 Transfer to Reserves	0
<b>Final Year End Balance</b>	<b>(176,958)</b>

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## Harbours Advisory Committee

7 June 2023

## Harbours Budget Monitoring Report 2023/24

### For Review and Consultation

**Portfolio Holder:** Cllr R Bryan, Highways, Travel and Environment

**Local Councillor(s):** All Councillors

**Executive Director:** J Sellgren, Executive Director of Place

Report Authors: Ed Carter (Weymouth) Claire Connolly (Weymouth), James Radcliffe (Bridport and Lyme Regis)

Title: Business Manager, Harbour Masters

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**Report Status:** Public

**Brief Summary:** The purpose of the report is to set out the current budget forecasts for Bridport, Lyme and Weymouth Harbours at the end of May 2023 and the predicted balance of Harbour Reserves for 2023/24. The financial summaries are given in the appendices.

**Recommendation:** To note the current budget monitoring figures for 2023/24.

1. Note the budget forecast 2023/24 for Bridport Harbour
2. Note the budget forecast 2023/24 for Lyme Regis Harbour
3. Note the budget forecast 2023/24 for Weymouth Harbour

**Reason for Recommendation:** The Dorset Council Harbour Strategy, strategic goal number four is to have a balanced budget whilst building the ability for investment into the harbours. It is intended for harbours to become financially self-sufficient and be able to manage any reserves to ensure that the harbours see reinvestment to support strategic goals.

The Harbours' budget monitoring and regular reporting to the Harbours Advisory Committee helps manage the risks of under or overspending the budget.

## 1. **Weymouth Harbour – Budget Report as at end of May 2023**

- 1.1 The budget forecast figures are given at Appendix 1. The Weymouth Harbour operational budget was approved with an expectation that there would be a surplus of £185,033. Current predictions are that this surplus will be £169,925. Surpluses will be transferred to the harbour reserve at the end of the financial year.
- 1.2 The Harbour Revision order clarifies the car parks which are located inside the harbour estate. The net income generated from those car parks are transferred into the harbour reserve at the year end to support the harbour asset plan and to contribute to the regeneration of the peninsula through improvements to car parks, commercial area, walls, public realm and pleasure pier. The net surplus is budgeted at £520,561, this is in line with last year's actuals and therefore there is no variation predicted for this report.
- 1.3 **Operational Budget Income: Overall £18,159 (A)**

There is reduced income in the following areas:

- Reduced number of annual commercial moorings. In 2022 Griffin Towage went into administration. The Tugs were being operated by the administrators pending a sale. GT Kingston is now being operated by Aquatic Towage and Marine and continues to operate out of Weymouth, GT Victory has been sold and does not intend to continue to berth in Weymouth.
- Income from pallet storage in the commercial area will reduce due to rationalising of space.

### **Favourable variances are as follows:**

- Rent review for Licence in the commercial area.
- Income from annual marina berths currently on track for budget expectations
- A quiet start to the season due to poor weather may impact on revenue from leisure visitors, such as the slipway or visiting



vessels. As it is early in the season, predictions have not been amended for this report.

**1.4 Operational Budget Expenditure: Overall £3,051 (F)**

The variances to budget predictions are as follows:

- Increased insurance costs based on last year's actuals.
- There were a lot of uncertainties when setting energy budgets for this financial year. Based 2022/23 actuals, energy costs could be lower than budgeted.

**1.5 Asset Management Plan Improvements Weymouth Harbour Budget:**

1.5.1 Below is a list of projects that are planned to be completed during 2023/24. The programme of works is an extract from the 25-year Harbour Asset Management Plan. In-year projects are funded from revenue budgets; pontoon replacement and maintenance dredging are funded from reserves.

<b>PROJECT</b>	<b>BUDGET</b>	<b>COMMENTS</b>
Break tank: visitor pontoons – new installation	£7,000	
CCTV installation at commercial area	£10,000	
Replacement trolleys on marina	£1,000	
Replacement or repairs to outer harbour steps where rowing ferry operates	£30,000	
Replacement or repairs to outer harbour steps in Cove	£10,000	
Replace harbour van (part exchange)	£3,000	
Harbour management software	£25,000	
Refurbishment of Port Traffic Signals	£3,250	Project carried forward from 2022/23

Cargo stage works following relocation of fish landing quay	£51,000	Project carried forward from 2022/23
Oil Spill Provisions	£10,000	Project carried forward from 2022/23
Replace Pleasure Pier Railings	£62,790	Project carried forward from 2022/23
<b>Works to be funded by revenue budget</b>	<b>£213,040</b>	
Maintenance Dredging	£50,000	
Pontoon replacement for visiting vessels	£356,987	Project carried forward from 2022/23
<b>Works to be funded from reserves</b>	<b>£406,987</b>	

## 1.6 Weymouth Harbour Reserves Summary

1.6.1 Revenue reserve: the forecast for the year end is £2,914,011. This ringfenced balance is committed to the future cost of the pontoon replacement which is a significant financial commitment and essential to maintain and improve income.

## 2. Bridport Harbour Budget Report as at end May 2023

2.1 The Bridport Harbour budget forecast figures are given at Appendix 2.

2.2 Expenditure overall – no variances

2.3 The main variances to the budget predictions are as follows:

2.4 Revenue Budget Income – no variances

2.5 Reserve Movements

- The budgeted transfer to reserves is currently predicted to be £102,850.

## 3. Lyme Regis Harbour Budget Report as at end of May 2023

3.1 The Lyme Regis budget forecast figures are given at Appendix 3.

3.2 Expenditure overall – no variances (F)

3.3 The main variances to the budget predictions are as follows:

3.4 Revenue Budget Income – no variances (F)

3.5 Reserve Movements

- No anticipated transfer to reserve at year end as now forecasting an overspend and is still a DC funded service by £62K.

#### 4. **Financial Implications**

The report covers the harbours' budgets. The summary information is presented under the standard corporate headings.

The types of expenditure included within each heading are as follows:

- Internal charges – this includes the “above the line” service recharges paid to Dorset Council.
- Pay related costs- costs relating to staffing including basic pay, national insurance, pension contributions and training.
- Premises related costs– utilities and rates, refuse, planned maintenance, surveys, response maintenance.
- Transport related costs – fuel, travel and subsistence.
- Supplies and services – Insurance, advertising, equipment, subscriptions, printing and stationery.

The income is made up of:

- Commercial activities – income relating to annual commercial berths, visiting commercial vessels and visiting fishing vessels.
- Leisure activities – marina berths, visiting yachts, use of slipway and PWC permits (PWC permits relate to Weymouth only).
- Rents and licences – income relating to rental of property, vessel and operating licences.
- Recoverable costs – where recharges are made to lease and licence holders for energy. Also includes electricity charged to annual berth holders and visiting vessels.

#### 5. **Natural Environment, Climate and Ecology Implications**

The Harbours' Budget funds items that have implications for sustainability and climate change. In utilising future budgets every effort will be made where possible to consider how carbon output can be minimised and operations made more sustainable.

## 6. **Well-being and Health Implications**

The Harbours' Budgets fund items that have implications for voluntary organisations, community safety and physical activity. It is recognised that looking after the Harbour infrastructure is vital for the safe and efficient use of the Harbour for these purposes. The implications are considered for individual items when funding commitment is being approved.

## 7. **Other Implications**

Harbour issues are subject to regular consultation with customers, the Harbour Consultative Groups and the Harbours Advisory Committee.

The harbours' accounts form part of the Council's overall Statement of Accounts, which is considered and approved by the Audit Committee.

## 8. **Risk Assessment**

### 8.1 **HAVING CONSIDERED:** the risks associated with this decision; the level of risk has been identified as:

Current Risk: Medium

Residual Risk: Medium

The Harbours' budget monitoring and regular reporting to the Harbours Advisory Committee helps manage the risks of under or overspending the budget. Many items of expenditure have a link to safety of customers and the general public.

## 9. **Equalities Impact Assessment**

There are no equalities implications arising from this report.

## 10. **Appendices**

- Appendix 1 Weymouth Harbour Financial Summary
- Appendix 2 Bridport Harbour Financial Summary
- Appendix 3 Lyme Regis Harbour Financial Summary

## 11. **Background Papers** None

**Appendix 1**  
**Budget Monitoring Summary 2023/24 for Weymouth Harbour**  
**Harbours Advisory Committee 7 June 2023**

	<b>2023/24</b>	<b>2023/24</b>	<b>Variance</b>
	<b>Full Yr Budget</b>	<b>Forecast</b>	
	<b>£</b>	<b>£</b>	<b>£</b>
<b>Summary of Harbour Operational Budget:</b>			
<b>Expenditure:</b>			
Employees	649,702	649,702	0 (F)
Premises	192,461	185,875	6,586 (F)
Transport	1,187	1,187	0 (F)
Supplies and Services	187,578	191,113	(3,535) (A)
Asset Management: In-year projects	86,000	86,000	0 (F)
Asset Management: routine maintenance	34,500	34,500	0 (F)
Service Recharges (Non-controllable)	229,000	229,000	0 (F)
<b>Total Expenditure</b>	<u>1,380,428</u>	<u>1,377,377</u>	<u>3,051 (F)</u>
<b>Income:</b>			
Rents and Licences	(186,495)	(189,895)	3,400 (F)
Recoverables	(37,991)	(33,130)	(4,861) (A)
Commercial Activities	(222,453)	(205,755)	(16,698) (A)
Leisure Activities	(1,118,522)	(1,118,522)	0 (F)
<b>Total Income</b>	<u>(1,565,461)</u>	<u>(1,547,302)</u>	<u>(18,159) (A)</u>
<b>Operational Net Budget</b>	<u>(185,033)</u>	<u>(169,925)</u>	<u>(15,108) (A)</u>
<b>Net car parking income</b>	<u>(520,561)</u>	<u>(520,561)</u>	<u>0 (F)</u>
<b>Harbour Revenue Reserve (986995)</b>			
Balance b/f		(2,777,552)	
Predicted transfer to reserves at year end: operational budget		(705,594)	
Budget variation		15,108	
Asset Management: pontoon replacement		356,987	
Asset Management: carry forward from 2022/23		127,040	
Annual maintenance dredging		50,000	
Annual contribution to Pleasure Pier reserves		20,000	
<b>Forecast at Year End</b>		<u>(2,914,011)</u>	
<b>Reserves: Maintenance dredging (986231)</b>			
Balance b/f		(63,575)	
Year 2 (2022/23) annual contribution		(50,000)	
<b>Forecast at Year End</b>		<u>(113,575)</u>	
<b>Reserves: Capital Receipt (984026)</b>			
Balance b/f		(69,033)	
<b>Forecast at Year End</b>		<u>(69,033)</u>	
<b>Reserves: Pleasure Pier (986123)</b>			
Balance b/f		(126,551)	
Annual contribution		(20,000)	
<b>Forecast at Year End</b>		<u>(146,551)</u>	
<b>Reserves: Deposits held (951522)</b>			
Balance b/f		(16,118)	
<b>Forecast at Year End</b>		<u>(16,118)</u>	

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**Appendix 2****Budget Monitoring Summary 2023/24 for Bridport Harbour**

Harbours Advisory Committee 7 June 2023

	2023/24	2023/24	Variance	
	Full Yr Budget	Forecast		
	£	£	£	
<b>Summary of Revenue Budget:</b>				
<b>Expenditure:</b>				
Internal Charges (Expenditure)	85,810	85,810	0	(F)
Pay Related Costs	162,880	162,880	0	(F)
Premises Related Costs	39,530	39,530	0	(F)
Transport Related Costs	9,500	9,500	0	(F)
Supplies and Services	193,680	193,680	0	(F)
Third Party Payments (Contracted Out)	30,100	30,100	0	(F)
<b>Total Expenditure</b>	<b>521,500</b>	<b>521,500</b>	<b>0</b>	<b>(F)</b>
<b>Income:</b>				
Reimbursements & Contributions	(29,200)	(29,200)	0	(F)
Fees and Charges	(595,150)	(595,150)	0	(F)
Internal Charges (Income)	0	0	0	(F)
Minimum Revenue Provision	0	0	0	(F)
<b>Total Income</b>	<b>(624,350)</b>	<b>(624,350)</b>	<b>0</b>	<b>(F)</b>
<b>Total Bridport Harbour</b>	<b>(102,850)</b>	<b>(102,850)</b>	<b>0</b>	<b>(F)</b>

**Bridport Harbour Reserve (986847)**

	£
Balance b/f from 2022/23	(93,248)
2023/24 Predicted Transfer to Reserves	(102,850)
<b>Forecast at Year End</b>	<b>(196,098)</b>

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**Appendix 3**

**Budget Monitoring Summary 2023/24 for Lyme Regis Harbour**

**Harbours Advisory Committee 7 June 2023**

	<b>2023/24</b>	<b>2023/24</b>		
	<b>Full Yr Budget</b>	<b>Forecast</b>	<b>Variance</b>	
	<b>£</b>	<b>£</b>	<b>£</b>	
<b>Summary of Revenue Budget:</b>				
<b>Expenditure:</b>				
Internal Charges (Expenditure)	74,686	74,686	0	(F)
Pay Related Costs	138,958	138,958	0	(F)
Premises Related Costs	30,130	30,130	0	(F)
Transport Related Costs	13,950	13,950	0	(F)
Supplies and Services	170,482	170,482	0	(F)
Third Party Payments (Contracted Out)	11,600	11,600	0	(F)
<b>Total Expenditure</b>	<b>439,806</b>	<b>439,806</b>	<b>0</b>	<b>(F)</b>
<b>Income:</b>				
Government Grants	(66,000)	(66,000)	0	(F)
Reimbursements & Contributions	(2,750)	(2,750)	0	(F)
Fees and Charges	(314,330)	(314,330)	0	(F)
Internal Charges (Income)	0	0	0	(F)
Minimum Revenue Provision	0	0	0	(F)
<b>Total Income</b>	<b>(383,080)</b>	<b>(383,080)</b>	<b>0</b>	<b>(F)</b>
<b>Total Lyme Regis Harbour</b>	<b>56,726</b>	<b>56,726</b>	<b>0</b>	<b>(F)</b>

**Lyme Regis Harbour Reserve (986988)**

	<b>£</b>
Balance b/f from 2022/23	(176,958)
2023/24 Predicted Transfer to Reserves	0
<b>Forecast at Year End</b>	<b>(176,958)</b>

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## Harbours Advisory Committee 7<sup>th</sup> June 2023 Flood & Coastal Erosion Risk Management (FCERM) Engineering Update

### For Review and Consultation

**Local Councillor(s):** ALL

**Executive Director:** J Sellgren, Executive Director of Place

**Report Author:** Matthew Penny  
**Title:** Service Manager Flood & Coastal Erosion Risk Management  
**Tel:** 01305 252290  
**Email:** matthew.penny@dorsetcouncil.gov.uk

**Report Status:** Public

#### **Brief Summary:**

The purpose of this report is to provide an update and consult with Harbours Committee on the Flood and Coastal Erosion Risk Management (FCERM) engineering activities being undertaken within all three Dorset Council Harbours.

#### **Recommendation:**

Review report and comment upon progress of current activities.

#### **Reason for Recommendation:**

Update and consult with Harbours Advisory Committee.

#### 1. **Report**

##### 1.1 **Bridport Harbour (West Bay)**

###### (a) **Dredging**

Dredging operations have been successfully completed for 2023. Planning has already commenced for next year's operations in conjunction with the Harbour Master.

###### (b) **Inspections**

The Coastal Risk Management Team undertake annual, scheduled, routine asset inspections of West Bay Harbour. Inspections were completed in October 2023; next round of inspections are due in summer 2023.

**(c) Repairs**

No repairs of note but we continue to monitor harbour structures.

**(d) Harbour Wall B Stabilisation & Repair**

The preferred option involves cleaning the wall and removing the loose material at the base, installing a new toe structure, stabilising the ground behind the wall, installing a waterproof layer and resurfacing.

Discussions with the conservation team have been organised due to its locality within the conservation area.

The walkway behind the wall is now partially open once again.

Key Milestones:

<b>Task</b>	<b>Programme</b>
Stakeholder engagement	Ongoing
Design Development	Spring-Summer 2023
Permits and Licences determination	Spring-Autumn 2023
Proposed Construction start	Autumn/Winter 2023

**1.2 Lyme Regis Harbour**

**(a) Dredging**

Dredging operations have been successfully completed for 2023. Planning has already commenced for next year’s operations in conjunction with the Harbour Master.

During dredging operations, the dredged material is released onto the adjacent Sandy Beach where part of it is retained and the rest of it runs off and settles in the shallows. Because of this practice, some concerns were raised by stakeholders and other parties within the community. We therefore did a comprehensive analysis of the sediment, to determine whether there are any environmental and public health risks that may arise from this practice. I am pleased to report that no risks were flagged through the results, and that the dredged material is safe with regards to substances tested.

**(b) Inspections**

Asset inspections have commenced for this year. They are expected to be completed by the end of June 2023.

**(c) Repairs**

We are continuing to monitor The Cobb structure and repair the surface, as necessary.

The Cobb high wall has recently suffered storm related damage and the walkway had to be closed due H&S concerns. Engineers have monitored the damage over the past month and are now engaging with a contractor to repair the High Wall walkway. The repair will be undertaken as soon as practicable.

A keystone block was dislodged by a fishing vessel incident at the Victoria Pier steps in February 23. Repair is complete.

**(d) Lyme Regis Environmental Improvement Scheme Phase 5**

The next stage of the project (pre-construction) is underway and includes engagement with the public, stakeholders and commercial users, as well as final design and licensing applications. Discussions with statutory consultees such as Historic England, Natural England and the Marine Management Organisation have been organised.

Construction is proposed to commence in 2024 but it is looking increasingly likely that this will need to be delayed until 2025 due to additional investigation, design changes and licence application timelines.

Key Milestones:

<b>Task</b>	<b>Programme</b>
Stakeholder engagement	Ongoing
Design Development	Winter 2022 – Summer 2023
Permits and Licences determination	Spring 2023 – Spring 2024
Proposed Construction start	Summer 2024

**1.3 Weymouth Harbour**

**(a) Dredging**

Nothing to note.

**(b) Inspections**

The Coastal Risk Team undertake scheduled, routine asset inspections Weymouth Harbour. Inspections were completed by end November 2022; next round of inspections are due Summer 2023.

(c) **Weymouth Flood & Coastal Risk Management Scheme Phase 1**

The Outline Business Case (OBC) is in the process of being developed and is programmed for completion in late 2024. Optioneering and preliminary design are progressing while flood modelling and engineering surveys are underway. Appointment for Early Contractor Involvement (ECI) was made December 2023. The second round of stakeholder engagements should commence spring 2023, with more engagement events planned in future.

Key Milestones:

<b>Task</b>	<b>Programme</b>
Stakeholder engagement	Ongoing
Permits and Licences determination	Winter 2024 – Autumn 2025
Outline Business Case	Summer 2022 - Autumn 2024
Initial design period	Winter 2024 – Autumn 2025
Proposed Construction start	Winter 2025

(d) **Harbour Walls F&G (Peninsula)**

Ground investigation work is complete, and we continue to engage with the planning authority and other statutory stakeholders. A preferred option is in development which will lead to a detailed design.

Key Milestones:

<b>Task</b>	<b>Programme</b>
Stakeholder engagement	Ongoing
Permits and Licences determination	Summer 2023 - Summer 2024
Design period	Summer 2023
Proposed Construction start	Autumn 2024

(e) **Harbour Wall 4 (North Quay)**

Ground investigation work is complete, and we continue to engage with the planning authority and other statutory stakeholders. Option and safety issues discussed with the Harbour Team. Good progress has been made developing design drawings for concrete and masonry repairs. Option sketches for handrail reinstatement are also being developed for discussion with planning officers and wider stakeholders.

Key Milestones:

<b>Task</b>	<b>Programme</b>
Stakeholder engagement	Ongoing
Permits and Licences determination	Summer 2023 – Winter 2023
Design period	Summer 2023
Proposed Construction start	Winter 2023

(f) **Pleasure Pier**

The type of railings has been chosen and the railings replacement work has been tendered with a preferred contractor chosen. The procurement of the contractor is being finalised. The railings are currently barriered-off to protect users of the Pleasure Pier.

(g) **Weymouth Strategic Flood Risk Assessment (SFRA) Level 2**

Providing the detailed flood risk evidence base for Weymouth in support of the development of the Dorset Local Plan. The work involves modelling all sources of flooding within Weymouth and around the harbour.

A draft report has been issued and we are awaiting the final report submission which is imminent.

2. **Financial Implications**

- 2.1 There are no financial implications arising from this report. All activities described are within allotted budgets.

3. **Climate Implications**

- 3.1 The regular maintenance and repair to engineering assets is beneficial to their remaining life expectancy and therefore has a lower impact upon the climate than replacement schemes.

Where future replacement schemes are required, the climate impact will be described in more detail within the cabinet paper for the respective scheme.

4. **Well-being and Health Implications**

- 4.1 Repair and renewal of harbour infrastructure aids commercial and recreational activity that is both marine and land-based.

5. **Other Implications**

- 5.1 The regular maintenance and repair to engineering assets is beneficial to their remaining life expectancy and therefore is a sustainable approach to the management of engineering assets.

Where future replacement schemes are required, the impact upon sustainability will be described in more detail within the committee paper for the respective scheme.

**6. Risk Assessment**

6.1 HAVING CONSIDERED: the risks associated with this decision; the level of risk has been identified as:

Current Risk: Low

Residual Risk: Low

**7. Equalities Impact Assessment**

7.1 An EQiA is completed for all relevant engineering work that may impact upon people. Therefore, an EQiA was not completed for this committee paper. This approach was agreed with a council equalities officer.

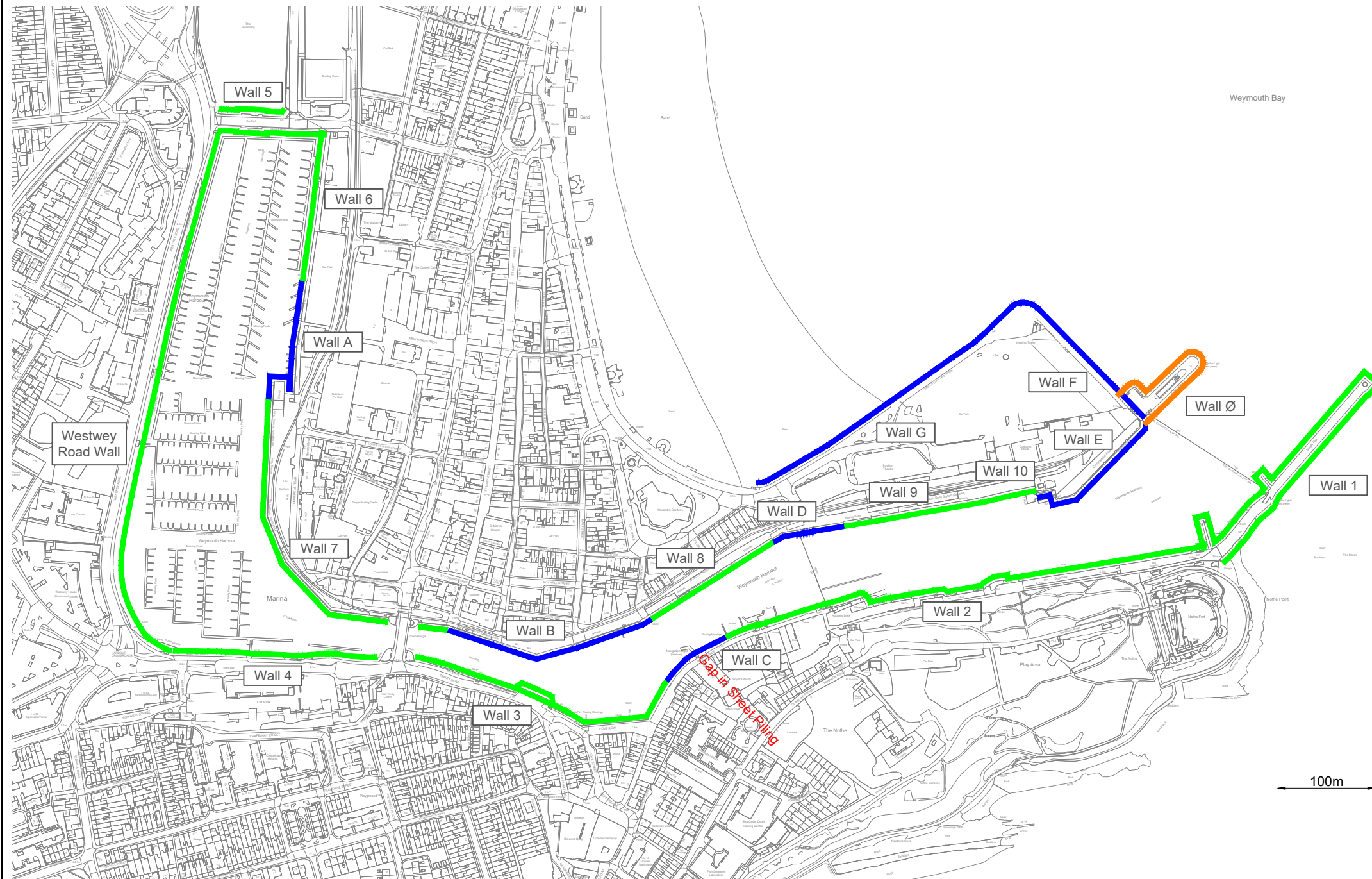
**8. Appendices**

8.1 Weymouth Harbour Wall Locations Map

**9. Background Papers**

None.





Date	Issue / Purpose	Approved

**Notes**

**Key to existing walls**

- Reinforced concrete / masonry (1-10)
- Sheet pile (A-G)
- Concrete pile/beam (Ø)

Revision	Amendments / Revisions	Checked	Date

**Assets & Property**



South Walks House,  
South Walks Road,  
DORCHESTER,  
Dorset,  
DT1 1UZ  
Tel: 01305 251010

**Weymouth**  
Weymouth Harbour Walls  
Remediation Project  
Wall Location Plan

Drawn by : DW / PJS	Checked by : MP	Approved by : MP
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Date : 20/09/21	Scale : 1 : 5000 (A3)
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Drawing File Reference : Wall Locations 220620.dwg

Drawing Number :	Rev. :
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## Harbours Advisory Committee

7 June 2023

### Consultation on General Directions For Recommendation to the Portfolio Holder

**Portfolio Holder:** Cllr R Bryan, Highways, Travel and Environment

**Local Councillor(s):** All Councillors

**Executive Director:** J Sellgren, Executive Director of Place

Report Author: Ed Carter Dorset Council

Title: Weymouth Harbour Master

Tel: 01305 838493

Email: [ed.carter@dorsetcouncil.gov.uk](mailto:ed.carter@dorsetcouncil.gov.uk)

**Report Status:** Public

#### **Brief Summary:**

Statutory Harbour Authorities should comply with the Port Marine Safety Code ("PMSC"). One of the recommendations of the PMSC is that Statutory Harbour Authorities without 'general powers of direction' should either secure such powers through a Harbour Revision Order ("HRO") or apply to be designated with powers of harbour direction.

Further to the adoption of the Weymouth Harbour Revision Order 2021 under section 14 of the Harbours Act 1964, a set of General Directions have been prepared for Weymouth Harbour, see Appendix One.

#### **Recommendation:**

That subject to any suggested changes, the Harbours Advisory Committee recommend that the Portfolio Holder for Highway, Travel, and the Environment approve the Weymouth Harbour General Directions to go out to statutory consultation.

#### **Reason for Recommendation:**

Some harbour authorities have powers, through their local enabling legislation, to give 'general directions' to enable them, after due consultation, to lay down general rules for navigation (subject to certain constraints) and regulate the berthing and movements of ships. These carry the force of law but are often easier to achieve and amend than using byelaws, and thus act as a useful mechanism for managing navigation and furthering safety. General directions procedural provisions involve publication of proposed

directions, in accordance with Section 22 of the Weymouth Harbour Revision Order, but they do not require to be confirmed by the Secretary of State as is the case with byelaws.

The introduction of new General Directions for Weymouth Harbour contributes to the delivery of Dorset Council Harbours Strategic goals - 1. To maintain safe working harbours and provide high quality infrastructure and facilities and 6. To protect Dorset's natural capital by operating best practice in environmental management of the harbours.

## **1. Financial Implications**

1.1 There are financial considerations with the ongoing work in the harbour which includes ensuring compliance with the Port Marine Safety Code. These are managed through the routine Committee budget setting and monitoring processes.

## **2. Natural Environment, Climate & Ecology Implications**

2.1 There are no natural environment, climate & ecology implications linked to the subject of this report. However, the Harbours aim to meet the targets adopted by Dorset Council in July 2021, setting out a framework for action to become a carbon neutral Council and the direction of travel needed for a County-wide approach. Harbours have an important role in helping to deliver some of the goals set out within the strategy and will aim to reduce their carbon footprint in line with that of other Council Services.

## **3. Well-being and Health Implications**

3.1 Much of the focus of the proposed General Directions is on navigational safety and of other activities supporting the health and wellbeing of harbour users. Established safety management systems at the harbours also support the ongoing health and well-being of harbour users and harbour employees.

## **4. Other Implications**

4.1 None

## **5. Risk Assessment**

5.1 HAVING CONSIDERED: the risks associated with this decision; the level of risk has been identified as:

Current Risk: Low

Residual Risk: Low

## **6. Equalities Impact Assessment**

6.1 There are no equalities impact issues resulting from the subject of this report.

## **7. Appendices**

7.1 Appendix One – Final draft 2022 00 06 General Directions for Navigation

8. **Background Papers**

8.1 None

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## WEYMOUTH HARBOUR GENERAL DIRECTIONS 2023

Dorset Council as the Harbour Authority for Weymouth Harbour ('the Harbour Authority') in exercise of its powers under The Weymouth Harbour Revision Order 2021 ('the 2021 Order') and having carried out the consultations required by article 22 of the 2021 Order, give the following General Directions.

These General Directions have been given for the purpose of promoting or securing conditions conducive to the ease, convenience or safety of navigation, the safety of persons and the protection of property, flora and fauna in Weymouth Harbour as prescribed in article 21 of the 2021 Order.

In order to maintain and enhance the ease, convenience and safety of navigation within Weymouth Harbour, it is important that Masters and Officers are also aware of current Byelaws (including the Weymouth Harbour Byelaws 1976 and Seaside Pleasure Boats 1966) and Local Notices to Mariners, as well as any Special Directions applying to their Vessel. It is therefore vital that owners and agents ensure all such relevant information and publications are promptly distributed to Vessels as appropriate.

Note should also be taken of broadcasts from Weymouth Harbour Radio.

It is the duty of the Master of a Vessel to which a General Direction applies to comply with that General Direction. However, the giving of a General Direction does not diminish or in any other way affect the responsibility of the Master of the Vessel to which the General Direction is given in relation to their Vessel, persons on board, its cargo or any other person or property.

These General Directions will be kept under review and revised as appropriate following due consultation with stakeholders.

### **Priority**

In the event of any conflict arising between the provisions of these General Directions and Special Directions, the Special Directions shall take precedence.

### **Notes to the General Directions**

Some of the General Directions are accompanied by notes written in italics. These notes provide additional information to further explain a General Direction and do not form part of that General Direction.

For further information, please contact the Harbour Master via the contact details below.

Harbour Masters Office, 13 Custom House Quay, Weymouth, Dorset, DT4 8BG

Tel. 01305 838423

<https://www.weymouth-harbour.co.uk>

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## PART 1: COMMENCEMENT, INTERPRETATION, AND APPLICATION

### 1. Commencement

These General Directions made under the powers in the Weymouth Harbour Revision Order 2021 shall come into force on.

### 2. Definitions in these directions

“**2021 Order**” means the Weymouth Harbour Revision Order 2021;

“**Anchoring Zone**” means the area shaded blue on the Weymouth Bay Recreational Zones Plan;

“**Assigned VHF Channel**” means VHF Channel 12, or such other channel as Weymouth Harbour Radio or the Harbour Master advises;

“**Berthing Conditions for Commercial Vessels**” means the Weymouth Harbour Conditions of Berthing, Rules and Regulations in force from time to time;

“**Boardsailing/ Kitesurfing Zone**” means the area shaded yellow on the Weymouth Bay Recreational Zones Plan;

“**COLREGS**” means the Merchant Shipping (Distress Signals and Prevention of Collisions) Regulations 1996 (SI 75/1996);

“**Commercial Vessel**” means any Vessel (including a Registered Fishing Vessel) which is not a Pleasure Vessel.

“**Dangerous Goods**” means any goods as defined by the International Maritime Dangerous Goods (IMDG) Code, Classes 1 to 9 inclusive;

“**Designated Fish Landing Berth Area**” means the area shaded green on the Designated Fishing Berth Plan;

“**Designated Fish Landing Berth Plan**” means the plan annexed to these General Directions titled ‘Designated Fish Landing Berth Plan’;

“**Fairway**” means the course or track normally taken by Commercial Vessels using the Harbour and comprises of all marked and/or charted navigable channels within the Harbour Limits;

“**Fishing Gear**” means nets, lines, trawls, baskets, rods, pots and any other device or equipment used to catch fish and shellfish;

“**Harbour**” means Weymouth Harbour the limits of which are described in article 6 (Harbour Limits) of the 2021 Order and shown on the Harbour Limits Plan and the Harbour Premises Plan;

“**Harbour Authority**” means Dorset Council;

**“Harbour Limits”** means the limits described in article 6 of the 2021 Order which are at or below the Level of High Water and shown for information purposes shaded blue on the Harbour Limits Plan;

**“Harbour Limits Plan”** means the plan annexed to these General Directions with the title ‘Harbour Limits Plan’;

**“Harbour Master”** means any person appointed by the Harbour Authority to be a Harbour Master and includes the duly authorised deputies and assistants of the Harbour Master and the Officers authorised to discharge the Harbour Master’s duties through Weymouth Harbour Radio;

**“Harbour Office”** means 13 Custom House Quay, Weymouth, Dorset, DT4 8BG;

**“Harbour Premises”** means land adjacent to the wet harbour area for the time being vested in, or occupied or administered by the Harbour Authority as part of the harbour undertaking and occupied wholly or mainly for the purpose of activities there carried on, which may include docks, quays, piers, wharves, berths, locks, breakwaters, landing places, yards, roads, sheds, other buildings and all other works and conveniences, land and premises shown shaded blue on the Harbour Premises Plan;

**“Harbour Premises Plan”** means the plan displayed in the Harbour Office and on the Harbour Website as amended from time to time (a copy of which shall be published on the Harbour Website in the same place as these General Directions) with the title ‘Harbour Premises Plan’;

**“Harbour Restricted Commercial Area”** means the area shaded purple on the Harbour Restricted Commercial Areas Plan.

**“Harbour Restricted Commercial Areas Plan”** means the plan annexed to these General Directions with the title ‘Harbour Restricted Commercial Areas Plan’;

**“Harbour Slipway”** means the area shaded blue on the Harbour Slipway Plan;

**“Harbour Slipway Plan”** means the plan annexed to these General Directions with the title ‘Harbour Slipway Plan’;

**“Harbour Website”** means <https://www.weymouth-harbour.co.uk>;

**“Inner Harbour”** means the area shaded blue on the Inner Harbour Plan;

**“Inner Harbour Approaches”** means the area shown on the Inner Harbour Approaches Plan;

**“Inner Harbour Approaches Plan”** means the plan annexed to these General Directions with the title ‘Inner Harbour Approaches Plan’;

**“Inner Harbour Entrance”** means the area shaded blue on the Inner Harbour Entrance Plan;

**“Inner Harbour Entrance Plan”** means the plan annexed to these General Directions with the title ‘Inner Harbour Entrance Plan’;

**“Inner Harbour Plan”** means the plan annexed to these General Directions with the title ‘Inner Harbour Plan’.

**“Jet Bike”** means any watercraft (not being a structure which by reason of its concave shape provides buoyancy for the carriage of persons or goods) propelled by a water jet engine or other mechanical means of propulsion and steered either:

- (a) by means of a handlebar-operated linkage system (with or without a rudder at the stern);
- (b) by the person or persons riding the craft using their bodyweight for the purpose; or
- (c) by a combination of the methods referred to in (a) and (b) above.

**“Length Overall”** means the maximum length of a Vessel, including overhanging structure, cargo or equipment and if a tug and tow the length from the forward end of the tug to the aft end of the last Vessel or object towed.

**“Level of Low Water”** means the level of mean low water springs.

**“Level of High Water”** means the level of mean high-water springs.

**“Master”** means any person having or taking the command, charge or management, control or conduct of a Vessel for the time being.

**“Motorised Watersport”** means water skiing, wakeboarding, parascending, towing of inflatables and any other similar activities.

**“Motorised Watersport Permit”** means a permit to authorise undertaking Motorised Watersport within Weymouth Bay in accordance with these General Directions which can be purchased online from the Harbour Website.

**“Non-powered Vessel”** means any Vessel that is not a Power-driven Vessel.

**“Non-powered Vessel Zone”** means the area shaded green on the Weymouth Bay Recreational Zones Plan.

**“Non-Professional Master”** means a Master that does not act as a Master in the course of a business or employment.

**“Place of Mooring”** means a quay, berth, wharf, mooring, pontoon or any other place or structure designated for the purposes of making fast a Vessel to.

**“Pleasure Vessel”** means a Vessel of up to 24m in Length Overall used exclusively for recreational and pleasure purposes and not operated at any time for financial gain.

**“Power-driven Vessel”** means any Vessel propelled by machinery;

**“PWC”** means a watercraft intended for sports and leisure purposes of less than 4 meters in hull length which uses a propulsion engine having a water jet pump as its primary source of propulsion and designed to be operated by a person or persons sitting, standing or kneeling on, rather than within the confines of, a hull and includes a Jet Bike.

**“PWC Launch Site”** means the designated PWC Launch Site at the Harbour Slipway and shown shaded blue on the Harbour Slipway Plan.

**“PWC Permit”** means the permit referred to in General Direction 13 required before getting Underway with a PWC within the Harbour Limits which can be purchased online from the Harbour Website.

**“Recreational Zones”** means the areas shaded red, blue, yellow and green on the Weymouth Bay Recreational Zones Plan.

**“Registered Fishing Vessel”** means a Vessel with a valid registration on the UK Shipping Register as a fishing vessel and a valid fishing vessel license from the Marine Management Organisation.

**“Remotely Operated Underwater Vehicle”** means an underwater vehicle or any other underwater machine (whether tethered or not) operated remotely.

**“RNLI Flagged Zone”** means the area within the 4Kt Restricted Area Plan, indicated by the Royal National Lifeboat Institution’s Red and Yellow Flags which may from time to time be in place.

**“Special Direction”** means a direction made pursuant to article 24 of the 2021 Order.

**“SOLAS”** means the International Convention for the Safety of Life at Sea 1974 as amended from time to time.

**“Small Vessel”** means a Vessel less than 6m in Length Overall.

**“Speedboat, Water-skiing and PWC Access Channel”** means the area shaded red on the Weymouth Bay Recreational Zones Plan.

**“Underway”** means that a Vessel is not at anchor, at a Place of Mooring, or aground.

**“Vehicle”** includes any Vehicle propelled on rails, any machinery on wheels or caterpillar tracks, trailers, caravans, bicycles, and mobile homes and includes a hovercraft or any other amphibious Vehicle.

**“Vessel”** means a ship, boat, houseboat, raft or watercraft of any description, however propelled or moved, and includes non-displacement craft, a jet bike, a personal watercraft, a seaplane on the surface of the water, a hydrofoil vessel, a hovercraft or any other amphibious vehicle and any other thing constructed or adapted for floating on or being submersed in water (whether permanently or temporarily);

**“Vessel Notification Form”** means a report in a form prescribed by the Harbour Master that includes the details of the Vessel, its position in the harbour, the name address and contact details of the Master and owner including a phone number on which either the Master or owner can be contacted;

*The Vessel Notification Form can be found on the Harbour Website.*

**“Weymouth Bay”** means the area within the Harbour Limits apart from the Inner Harbour.

**“Weymouth Bay 4KT Restricted Speed Zone”** means the area shaded blue on the Weymouth Bay 4KT Restricted Speed Zone Plan.

**“Weymouth Bay 4KT Restricted Speed Zone Plan”** means the plan annexed to these General Directions with the title ‘Weymouth Bay 4KT Restricted Speed Zone Plan’;

**“Weymouth Bay Recreational Zones Plan”** means the plan annexed to these General Directions with the title ‘Weymouth Bay Recreational Zones Plan’;

**“Weymouth Harbour Radio”** means the building in the location identified as 13 Custom House Quay on the Harbour Premises Plan from which broadcasts regarding information and direction to and communications with persons, Vessels and Vehicles within the Harbour are made on VHF Channel 12. Weymouth Harbour Radio is also contactable on +44 (0) 1305 838 423.

**“Wet harbour area”** means those parts of the area described in article 6 of the 2021 Order which are covered by water at the Level of Low Water.

### **3. Application**

Unless otherwise prescribed, these General Directions shall apply to all persons and Vessels within the Harbour and at all times.

## PART 2 – NAVIGATION OF VESSELS

### 4. Carriage of VHF radio or other means of communication

(1) The Master of any Vessel, except a Small Vessel, shall before:

- (a) entering the Harbour Limits.
- (b) getting Underway within the Harbour Limits; or
- (c) leaving the Harbour Limits,

ensure their Vessel is carrying a VHF radio which is switched on and tuned into the Harbour Authority's Assigned VHF Channel (or another means of communication approved by the Harbour Master) and that it has been monitored for at least 10 minutes.

(2) The Master of any Vessel, except a Small Vessel, shall ensure that their Vessel's VHF radio shall be kept switched on and tuned in to the Harbour Authority's Assigned VHF Channel at all times whilst the Vessel is Underway in the Harbour Limits.

### 5. Compliance with COLREGS

The Master of a Vessel within the Harbour Limits shall at all times comply with COLREGS.

### 6. Speed limit

(1) The Master of a Vessel shall not permit their Vessel to be Underway at a speed of greater than 4 knots within:

- (a) the Inner Harbour; or
- (b) the Harbour Limits when within 50 meters of swimmers, Non-powered Vessels or Vessels at a Place of Mooring,

except where permitted under paragraph (4).

(2) The Master of a Power-driven Vessel shall not permit their Vessel to be Underway at a speed of greater than 4 knots within the Weymouth Bay 4KT Restricted Speed Zone at any time, except where permitted under paragraph (4).

(3) The Master of a Non-powered Vessel shall not permit their Vessel to be Underway at a speed of greater than 4 knots within the Weymouth Bay 4KT Restricted Speed Zone between 01 April to 30 September inclusive, except where permitted under paragraph (4).

(4) Paragraphs (1), (2) and (3) do not apply to the following Vessels:

- (a) Vessels used by search and rescue organisations when in the exercise of their core functions.
- (b) Vessels used by the Harbour Authority.
- (c) Vessels used by the Police and UK Border Agency when in the exercise of their core functions; and



- (d) Vessels used as safety boats by Yacht and Sailing Clubs and other such organisations when engaged in operations where complying with this Direction would inhibit their ability to fulfil their functions.

*Further restrictions applying within Weymouth Bay can be found under General Direction 18 (Weymouth Bay Recreational Zones).*

*A line of white spherical buoys assists in showing the seaward boundary of the Weymouth Bay 4kt Restricted Speed Zone. These buoys are normally laid from 01 April to 30 September inclusive or as otherwise determined by the Harbour Master. However, the directions above continue to apply regardless of whether the buoys are in place.*

## **7. The Master of Vessel to be at or near helm**

The Master of every Vessel shall, when Underway within the Harbour Limits:

- (a) be at or near the helm; or
- (b) where the Vessel has a bridge, be on the bridge,

unless with the prior permission of the Harbour Master.

## **8. Under-keel clearance**

The Master of a Vessel shall ensure a minimum under-keel clearance of:

- (a) 0.3 meters

at all times when Underway within the Inner Harbour or the Inner Harbour Approaches.

## **9. Notification of arrival of inbound Vessels**

(1) Except with the prior permission of the Harbour Master, the Master of a Vessel, exceeding 20 metres length overall or has a draught exceeding 2.5 metres, shall not enter the Harbour Limits unless:

- (a) they give at least 24 hours prior notice to the Weymouth Harbour Radio of the Vessel's estimated time of arrival at the Harbour; and
- (b) when required by guidance, law or the Harbour Master, they provide all information required for the Maritime and Coastguard Agency's Consolidated European Reporting System (CERS) including information on Dangerous and Polluting Goods (HAZMAT), International Ship and Port Facility Security (ISPS) and Port waste notification.

(2) The Master of a Vessel, except a Small Vessel, shall on coming within VHF range of Weymouth Harbour Radio and prior to entering the Harbour Limits advise Weymouth Harbour Radio of the Vessel's:

- (a) estimated time of arrival;
- (b) draft;
- (c) Length Overall;
- (d) beam; and

- (e) defects or deficiencies that may affect the seaworthiness or handling capabilities of the Vessel.
- (3) The Master of a Vessel greater than 6 meters in length which does not have an allocated annual Place of Mooring in the Harbour shall:
- (a) on entry to the Harbour Limits, inform Weymouth Harbour Radio by the quickest possible means of the Vessel's arrival; and
  - (b) on arrival at any Place of Mooring or the Designated Fish Landing Berth, complete a Vessel Notification Form and transmit it to Weymouth Harbour Radio within 2 hours of arrival.

*The quickest means may be via VHF Ch 12 or phone to +44 (0) 1305 838 423.*

*Vessel notification forms can be found on the Harbour website.*

#### **10. Notification of departure or shifting of Vessels**

- (1) The Master of a Vessel, except a Small Vessel, or a Vessel less than 20 meters in Length Overall that has an allocated annual Place of Mooring in the Harbour, before departing from a Place of Mooring or shifting to another, shall:
- (a) if it is reasonably possible, give 6 hours prior notice to Weymouth Harbour Radio of the intended movement, so that the movement can be planned; or
  - (b) if it is not reasonably possible to give 6 hours prior notice, give notice to Weymouth Harbour Radio as soon as it is reasonably possible.
- (2) In addition to paragraph (1), the Master of a Vessel, except a Small Vessel, shall give notice to Weymouth Harbour Radio:
- (a) not more than two hours and not less than one hour prior to the intended movement; and
  - (b) immediately prior to the intended movement.
- (3) When giving the notice required by paragraphs (1) and (2), the Master of the Vessel shall also advise Weymouth Harbour Radio of the Vessel's:
- (a) intended destination;
  - (b) draft;
  - (c) Length Overall;
  - (d) beam; and
  - (e) defects or deficiencies that may affect the seaworthiness or handling capabilities of the Vessel.
- (4) When giving the notice required by paragraphs (1) and (2), the Master of the Vessel shall, when required by guidance, law or the Harbour Master, provide all information required for the Maritime and Coastguard Agency's Consolidated European Reporting System (CERS) including information on Dangerous and Polluting Goods (HAZMAT).

#### **11. Anchoring**

- (1) The Master of every Vessel when Underway in the Harbour Limits shall have its anchor(s) where carried, ready to let go.
- (2) No Master shall allow an anchor to be put down from their Vessel within the Inner Harbour, the Inner Harbour Approaches, the 4KT Weymouth Bay Restricted Speed Zone or a Fairway except:
  - (a) in the case of an emergency;
  - (b) for the purpose of swinging;
  - (c) with the previous consent of the Harbour Master;
  - (d) by the emergency services engaged in operations;
  - (e) in the Anchoring Zone; or
  - (f) when at a Place of Mooring, in accordance with paragraph (5).
- (3) The Master of a Vessel shall ensure that any anchor put down in the case of an emergency shall be raised as soon as practicable and that due regard shall be had to the positions of submarine cables and pipelines within the Harbour Limits and the effect that deploying an anchor may have on those services.
- (4) Vessels anchoring outside the Weymouth Bay Restricted 4KT Restricted Speed Zone with tenders and any other Small Vessels shall use the Speedboat, Water skiing and PWC Access Channel to access the beach area landward of the Weymouth Bay Restricted 4KT Restricted Speed Zone.
- (5) The Master of a Vessel shall ensure that whilst their Vessel is berthed or at a Place of Mooring where no anchor is required, or alongside another Vessel, that its anchors are properly stowed and that all projections beyond the sides of the Vessel, other than fenders, and which may cause injury, damage or obstruction are removed.

## **12. Movement of Vessels to be with care and caution**

- (1) The Master of every Vessel shall ensure that its movement is conducted with utmost care and caution and at such speed and in such a manner as not to cause or be likely to cause any of the following:
  - (a) loss of life;
  - (b) injury;
  - (c) damage to any Vessel or property;
  - (d) nuisance;
  - (e) a risk associated with marine operations that is not as low as reasonably practicable; or
  - (f) a wash which in the opinion of the Harbour Master, is or is likely to cause, damage or danger to any other Vessel, structure, the seabed or walls of the Harbour, wildlife or the environment.

- (2) The Master of every Vessel shall ensure that it is kept well clear of any dredger or other Vessel engaged in laying or retrieving buoys, moorings, surveying, other navigational works and diving operations.

### **13. The use of PWCs**

- (1) A PWC shall not be launched anywhere within the Harbour Limits except from a PWC Launch Site.
- (2) The Master of a PWC shall not be Underway within the Harbour Limits unless they:
  - (a) hold a valid PWC Permit;
  - (b) comply with the terms and conditions of the PWC Permit; and
  - (c) pay the required fee to the site operator.

*Persons wishing to obtain a PWC Permit should use the Harbour Website:  
<https://www.weymouth-harbour.co.uk/> or telephone 01305 838423.*

### **14. Masters of power-driven Vessels capable of more than 6 knots**

The Master of a Power-driven Vessel capable of more than 6 knots shall be at least 16 years' old.

### **15. Navigation under the influence of drink or drugs prohibited**

- (1) A Master shall not navigate, or cause or permit their Vessel to be Underway, within the Harbour Limits if their ability to do so is impaired by drink or drugs.
- (2) A Non-Professional Master shall not navigate, or cause or permit their Vessel to be Underway, within the Harbour Limits if the proportion of alcohol in their breath, blood or urine exceeds:
  - (a) in the case of breath, 35 micrograms of alcohol in 100 milliliters;
  - (b) in the case of blood, 80 milligrams of alcohol in 100 milliliters; and
  - (c) in the case of urine, 107 milligrams of alcohol in 100 milliliters.
- (3) If the Harbour Master has reasonable cause to suspect that a Master has drugs or alcohol in their body which may impair their fitness to navigate or to be Underway with their Vessel, the Harbour Master may direct the Vessel to remain at its current location or to proceed to another place within the Harbour and to remain in that position.
- (4) A Vessel directed under paragraph (3) above shall remain in the position designated and no person may move it until such time as:
  - (a) a substitute Master (not under or suspected to be under the influence of drink or drugs to an extent that would breach paragraphs (1) and (2)) is on board and takes command of the Vessel;
  - (b) the Master suspected of having alcohol in their body submits to a breath test on equipment provided by the Harbour Master and approved by the Secretary of State for the purpose of the Road Traffic Act 1988 and the said breath test

indicates a reading of less than 35 micrograms of alcohol in 100 milliliters of breath; or

(c) the Harbour Master directs otherwise.

(5) It is an offence for the Master of a Vessel to fail to comply with a direction given under paragraph (3) above.

## 16. Weymouth Town Bridge

The Master of a Vessel Underway within the Harbour Limits shall not proceed when the signals displayed on the Weymouth Town Bridge are red and only proceed when a green light is observed.

*Mariners are advised the Town Bridge opening schedule will be displayed at the Harbour Office and available on the Harbour Website: <https://www.weymouth-harbour.co.uk/>*

*Bookings for bridge lifts can be arranged by calling Weymouth Harbour on VHF Channel 12, filling in the online Weymouth Bridge booking form on: <https://www.weymouth-harbour.co.uk> telephoning 01305 838423 (answerphone when not manned) or via email: [weymouthharbour@dorsetcouncil.gov.uk](mailto:weymouthharbour@dorsetcouncil.gov.uk)*

## Part 3 Other directions relating to movement of Vessels

### 17. Motorised Watersport

(1) No person is permitted to undertake any form of Motorised Watersport within the Harbour unless that person:

- i. has first obtained a Motorised Watersport Permit from the Harbour Authority;
- ii. complies with the terms of the Motorised Watersport Permit and paragraph (2) of this General Direction.

(2) At all times, Motorised Watersport shall be:

- (a) prohibited from taking place from or within:
  - i. a Fairway;
  - ii. the Inner Harbour;
  - iii. the Inner Harbour Approaches;
  - iv. the 4KT Restricted Speed Zone.

*This is a public, multi-use zone used by swimmers and many types of Small Vessels. Caution and a good lookout must be maintained at all times. A 4-knot speed limit applies to Vessels within 50 meters of swimmers and non-powered or moored Vessels.*

### 18. Weymouth Bay Recreational Zones

- (1) Between 01 April and 30 September inclusive, no Master shall permit their Vessel to enter or be Underway within:
  - (a) the **Non-powered Vessel Zone** except Non-powered Vessels;
  - (b) the **Sail Boarding / Kitesurfing Zone** except for sailboards or kitesurfs for access to and from the shore;
  - (c) the **Anchoring Zone** except as otherwise authorised under these General Directions; or
  - (d) the **Speedboat, Water Skiing and PWC Access Channel** except speed boats, Vessels intending to be engaged in water skiing and PWCs for access to and from the shore, or as otherwise authorised under these General Directions.
- (2) Sailboards are restricted to areas clear of navigation channels, to seawards of the 4KT Restricted Speed Zone except when using the Sail Boarding / Kitesurfing Zone for access to and from the shore.
- (3) Paragraph (1)(a) does not apply:
  - (i) to a Safety Vessel used by the beach operators.

*The Weymouth Bay Recreational Zones are defined with reference to the Weymouth Bay Recreational Zones Plan.*

#### **19. Use of unguarded propellers within the Weymouth Bay 4KT Restricted Speed Zone.**

Between 01 April and 30 September inclusive, the Master of a Power-driven Vessel with unguarded propellers shall ensure that their Vessel does not enter or be Underway within the Weymouth Bay 4KT Restricted Speed Zone, except within the Speedboat, Water Skiing and PWC Access Channel or the Anchoring Zone.

#### **20. Royal National Lifeboat Institution (RNLI) Flagged Zone**

- (1) The Master of a Vessel shall not permit the Vessel to enter or be Underway within the area seaward of the RNLI Flagged Zone within the 4KT Restricted Speed Zone Plan except in accordance with paragraph (2).
- (2) Paragraph (1) does not apply to a Vessel:
  - (a) used by the RNLI used to carry out patrols or rescues; or
  - (b) transiting through the RNLI Flagged Zone with the prior written permission of the RNLI senior lifeguard.

## PART 4 OTHER DIRECTIONS RELATING TO VESSELS

### 21. Unseaworthy Vessels

- (1) No person shall cause or permit a Vessel in an unseaworthy condition or unsafe condition to:
  - (a) enter the Harbour Limits;
  - (b) be Underway in the Harbour Limits; or
  - (c) remain in the Harbour Limits,

except with the prior permission of the Harbour Master and only for such time and in accordance with such directions as the Harbour Master may give.

*NB: an 'unsafe condition' includes, but is not limited to, a Vessel which is on fire, in danger of sinking (including loss of stability) or causing pollution.*

- (2) The Master of a Vessel which has a defect that threatens the safety of its crew or other Harbour users or inhibits its ability to manoeuvre/ navigate safely shall notify the Harbour Master immediately.

### 22. Lost Anchor

The Master of a Vessel which has slipped or parted from, or lost, any anchor, chain, cable, or propeller shall report it to the Harbour Master as soon as reasonably practicable and in any case within 24 hours of the incident occurring.

### 23. Vessels abandoned or adrift

- (1) The Owner or Master of a Vessel which has within the Harbour Limits:
  - (a) been abandoned;
  - (b) gone adrift; or
  - (c) is missing from the Vessel's Place of Mooring,

shall notify the Harbour Master as soon as practicable after they become aware of the event.

- (2) Notice required under paragraph (1) shall include:

- (a) the date of discovery;
- (b) the time of discovery;
- (c) any other relevant circumstances.

- (3) For the purposes of this General Direction, the "Owner" is the person who owned the Vessel immediately before the time it was abandoned or at the time it went adrift or missing.

### 24. Obstructions

- (1) The owner of any obstruction of whatever description, whether or not floating, which impedes or is likely to impede navigation or dredging or otherwise cause an obstruction in the Harbour Limits and Inner Harbour Approaches shall, if directed to do so by the Harbour Master and in accordance with any directions

given, remove the obstruction or have it removed and until it is removed, have it watched and marked.

(2) For the purposes of paragraph (1), obstructions include but are not limited to:

- (a) sunken, stranded or drifting Vessels;
- (b) wrecks;
- (c) marker buoys;
- (d) fishing gear; and
- (e) vehicles.

(3) For the purposes of this Direction, the “Owner” is the person who owned the obstruction at the time it became an obstruction.

## **25. Lights impeding safe navigation**

No person shall, except in connection with safe and proper navigation, use lights, including lasers, laser pens, torches or other beams, in a manner which causes nuisance to others or constitutes or is likely to constitute a danger to navigation.

## **26. Towage plans**

(1) The Master of a Vessel within the Harbour Limits shall not use that Vessel to tow another Vessel unless:

- (a) a towage plan including a risk assessment for the intended tow operation has been prepared and submitted to the Harbour Master for approval; and
- (b) the Harbour Master has approved the towage plan and provided prior written consent for the tow operation.

(2) The Master of the Vessel conducting the tow shall comply with and ensure compliance with the approved towage plan and any terms and conditions stated by the Harbour Master when granting the prior written consent required under paragraph (1).

(3) Paragraphs (1) and (2) do not apply in the following circumstances:

- (a) the towing of a Vessel in immediate danger;
- (b) the towing of Vessels by the RNLI lifeboats; and
- (c) the towing of dinghies and sailing boats by the Sea Cadet Training Centre, Weymouth Outdoor Education Centre and Weymouth Sailing Club, subject to each Organisational risk assessments and safety management systems.

## **27. Reports to Weymouth Harbour Radio**

(1) Except in accordance with paragraph (2), the Master of a Vessel involved in any of the following incidents:

- (a) collision or contact with another Vessel, bank, quay, mooring, buoy or other object;
- (b) grounding;



- (c) pollution of any type;
- (d) fire or explosion;
- (e) incident involving death or injury;
- (f) parting of mooring lines;
- (g) near miss or other potentially hazardous event; or
- (h) towing of a Vessel in immediate danger,

shall immediately, after informing the emergency services if appropriate, inform Weymouth Harbour Radio by the quickest means.

(2) Paragraph (1)(a) and (b) shall not apply to a Small Vessel if:

- (a) no damage is incurred; and
- (b) no injuries or risk of injuries (other than minor injuries) have taken place.

### **28. Vessels to be marked with identification**

The Master of every Vessel shall ensure that the Vessel has its name or other identification letters, or numbers conspicuously marked on it and that they can be seen when the Vessel is afloat.

### **29. Vessel details**

The owner and/or Master of any Vessel within the Harbour shall on demand of the Harbour Master or other authorised person immediately declare to that person the following particulars:

- (a) name of Vessel or other form of identification as provided for in General Direction 29 above;
- (b) position in the Harbour;
- (c) Length Overall;
- (d) gross tonnage;
- (e) name and address of owner;
- (f) name and address of Master; and
- (g) name and address of agent provided one has been appointed.

### **30. Change of Vessel's ownership**

- (1) The Owner of any Vessel within the Harbour shall inform the Harbour Master when the ownership of the Vessel changes as soon as reasonably practicable, and in any event within 24 hours, and shall provide the Harbour Master with the name and address of the new owner.
- (2) For the purposes of this direction, the "Owner" is the person who owned the Vessel immediately before change of ownership.

### **31. Diving**

- (1) Any person shall not undertake any form of diving or underwater activity within the Harbour, including the operation of a Remotely Operated Underwater Vehicle, from a Vessel or the shore, without the prior written consent of the Harbour Master.

*The Harbour Master will make available the criteria that must be met for the grant of consent and the terms and conditions that will apply to that consent.*

- (2) The Master of a Vessel, within the Harbour Limits from which any person undertakes any form of diving or underwater activity, including the operation of a Remotely Operated Underwater Vehicle, and the diving supervisor shall comply with and ensure compliance with the terms and conditions stated by the Harbour Master when granting the prior written consent required under paragraph (1).

### **32. Hot Works**

No person within the Harbour shall undertake any hot work activity (including grinding and welding and any work involving the application of heat by means of tools or equipment) until they have obtained a permit from the Harbour Master authorising the hot works; and that person shall ensure that the terms and conditions of the permit are fully complied with when the hot works are carried out.

*The Harbour Master will make available the criteria that must be met for the grant of the permit and the terms and conditions that will apply to that permit.*

### **33. Lifting Operations**

- (1) Any person within the Harbour shall not undertake any lifting operations using machinery, including the use of cranes and other lifting equipment, without the prior written consent of the Harbour Master.
- (2) Paragraph (1) does not apply to Registered Fishing Vessels utilising the Designated Fish Landing Berth Area.

*The Harbour Master will make available the criteria that must be met for the grant of consent and the terms and conditions that will apply to that consent.*

### **34. Other activities within the Inner Harbour Limits**

No person within the Inner Harbour as shown in the Inner Harbour Plan, shall engage, or take part in boardsailing, windsurfing, kitesurfing, paddle boarding, flyboarding or other similar activities, except with the prior permission of the Harbour Master.

### **35. Aircraft, hydrofoils and hovercraft**

Within the Harbour Limits, no person shall:

- (a) land or take off in an aircraft (including a seaplane); or
- (b) operate, drive, get Underway, or navigate a hydrofoil, hovercraft or flying inflatable boat,

except with the prior permission of the Harbour Master.

## **PART 5 BERTHING AND MOORING OF VESSELS**

### **36. Rigging to be secured**

The owner and/or Master of a Vessel within the Harbour fitted with a mast shall at all times ensure that the rigging is secured so that it does not make undue noise.

### **37. Places of mooring**

- (1) The Master of a Vessel when it is not Underway within the Harbour Limits shall ensure that it is at a Place of Mooring, unless it is anchored as authorised under these General Directions.
- (2) The Master of a Vessel at a Place of Mooring within the Harbour Limits shall cause it to be properly and effectively moored, such that it is not only secure but also is not liable to cause any damage to any other Vessel, the seabed or banks of the Harbour, or property (including any pontoon, mooring or quay);
- (3) No person shall make a Vessel fast to anything which is not a Place of Mooring except in accordance with General Direction 42.

### **38. Obstructions of place of mooring etc.**

- (1) No owner or Master shall use or permit their Vessel or equipment or other items to obstruct any public landing place, foreshore, pier, jetty, berth, quay, the Harbour Slipway or Place of Mooring within the Harbour.
- (2) Paragraph (1) of this General Direction does not apply to a Vessel properly moored at a Place of Mooring in accordance with General Direction 38.

### **39. Sufficient fenders**

The Master of a Vessel shall:

- (a) ensure that the Vessel is provided with a sufficient number of fenders adequate for the size of Vessel; and
- (b) when berthing, leaving or lying at a Place of Mooring, or against other Vessels, the Master shall cause the Vessel to be fended off from the Place of Mooring or those other Vessels so as to prevent damage to that place and those other Vessels or other property.

### **40. No trespass or damage**

- (1) No person shall trespass on, damage, secure any rope, chain or tackle, to, or interfere with any light, beacon, seamark, navigational buoy or mark, racing buoy, or tide pole, pier, ring, ladder or other object.
- (2) No person shall trespass on any pontoon.

### **41. Rafting of Vessels**

- (1) In areas of the Harbour where the Harbour Master requires Vessels to raft together, all Masters shall follow the Harbour Master's instruction to raft.

- (2) Apart from in accordance with paragraph (1), no Master shall make their Vessel fast to any other Vessel without the permission of the Master of such other Vessel, unless instructed to do so by the Harbour Master.

#### **42. Access across Vessels**

The Master of a Vessel at a Place of Mooring, or alongside any Vessel already at a Place of Mooring, within the Harbour Limits shall give free access across the deck of their Vessel, for persons and goods, to and from Vessels rafted alongside their Vessel.

#### **43. Propulsion machinery at a Place of Mooring**

The Master of any Vessel is prohibited from operating any propulsion machinery or equipment whilst the Vessel is at a Place of Mooring other than:

- (a) when maneuvering on or off the Place of Mooring; or
- (b) for testing the Vessel's engines and controls as required by SOLAS,

except with the prior permission of the Harbour Master

#### **44. Persons to be onboard Vessels**

- (1) When conditions require, or in any event when reasonably required by the Harbour Master to do so, the Master of a Vessel shall ensure that at least one responsible person is on board the Vessel at all times whilst it is in the Harbour Limits.
- (2) Paragraph (1) of this General Direction does not apply to a Small Vessel properly moored at a Place of Mooring in accordance with General Direction 38.

#### **45. No person to cast adrift**

Other than in accordance with the instructions of the Harbour Master, or the Master of a Vessel, no person shall tamper with, cut, slacken or loosen any rope, chain or other mooring of a Vessel, or otherwise cast a Vessel adrift, other than to secure its safety or that of adjacent Vessels.

#### **46. Vessels not to be immobilised**

- (1) The Master of a Vessel shall not immobilise the Vessel or load it or take on ballast so that it is incapable of movement, without the prior permission of the Harbour Master.
- (2) Where a Vessel, which is not a Small Vessel, is at any time not capable of being safely moved by means of its own propulsion, the Master shall immediately inform the Harbour Master, and give to the Harbour Master any further information required by the Harbour Master and comply with any direction of the Harbour Master.

### **PART 6 – FISHING**

#### **47. Fishing**

- (1) The Master of a Vessel shall not use or permit the Vessel to be used for any form of fishing within the Inner Harbour without the prior written permission of the Harbour Master.

- (2) From 01 April to 30 September inclusive, the casting of rods is not permitted into the Inner Harbour Entrance.
- (3) No Fishing Gear is to be cast or placed in a position where it may cause an obstruction which interferes with the safe navigation of Vessels within the Harbour Limits.

#### **48. Offal, Fish guts, Oil, etc.**

No Master or owner of a Vessel shall permit, and no person shall, throw, deposit or discharge any carcass of animal, fish, offal, oil, refuse, litter, waste or polluting substance anywhere within the Harbour.

#### **49. No nets, pots, fishing gear to be left**

Except in accordance with the terms of the Berthing Conditions for Commercial Vessels, no person shall:

- a) place any Fishing Gear on Harbour Premises including pontoons to cause an obstruction to any person, Vehicle or Vessel; or
- b) leave any Fishing Gear on Harbour Premises for more than 24 hours without the written permission of the Harbour Master and then only for the time period permitted by the Harbour Master.

*The Berthing Conditions for Commercial Vessels allows the following:*

- (a) Storage of equipment on pontoons must be contained within 2 x 227 litre tubs whilst ensuring a 1m wide walkway is available at all times. These boxes are for light gear that is required for daily use.*
- (b) The tubs should be clearly marked with the Vessel or owners name and stored adjacent to the owner's Vessel.*
- (c) Owner shall ensure that no other items of fishing equipment, supplies, stores or similar shall be left upon the pontoon, jetties, car parks or secured to pontoon, jetties or harbour walls.*

#### **50. Fishing gear not to obstruct navigation and recreational activities**

The Master of a Vessel shall ensure that no Fishing Gear is cast or placed:

- (a) in any part of the Inner Harbour;
- (b) within the Inner Harbour Approaches;
- (c) between 01 April and 30 September, within the Weymouth Bay 4KT Restricted Speed Zone;
- (d) within the Weymouth Bay Recreational Zones;
- (e) in any other location within the Harbour Limits,

where it is likely to become an obstruction or danger to the movement of Vessels or recreational water sports activities.

#### **51. Designated Fish Landing Berth**

- (1) Except with the prior permission of the Harbour Master:

- (a) the Master of a Vessel that is not a Registered Fishing Vessel shall not allow their Vessel to enter or remain in the Designated Fishing Landing Berth Area; and
  - (b) the Master of a Registered Fishing Vessel shall not permit their Vessel to remain in the Designated Fish Landing Berth Area once it has finished landing fish from that Vessel or, in the event that the landing of fish from the Vessel is not completed within a reasonable timeframe, such longer period as the Harbour Master may direct.
- (2) Any person landing fish from a Registered Fishing Vessel in the Designated Fish Landing Berth Area shall ensure:
- (a) that no Fishing Gear from that Vessel obstructs the Designated Fish Landing Berth Area; and
  - (b) that the part of the Designated Fish Landing Berth Area over which they landed fish is washed down to the standard required by the Harbour Master on completion of the fish landing operation.

## **PART 7 ADDITIONAL ENVIRONMENTAL DIRECTIONS**

### **52. Discharge of ballast water and bilge water**

The Master of any Vessel within the Harbour Limits shall not discharge ballast water or bilge water except with the prior permission of the Harbour Master.

### **53. Fuel and bunkers**

Any person loading or unloading fuel or bunkers to a Vessel within the Harbour shall comply with the Safe Bunkering Procedure published from time to time by the Harbour Authority.

*Weymouth Harbour Radio can be contacted via VHF 12 or, if out of hours, by completing the online bunkering form located on the Harbour Website prior to the loading or unloading of fuel in excess of 1000 litres.*

### **54. Refuse and other materials**

- (1) No person shall deposit refuse anywhere on the Harbour except in suitable receptacles that have been approved or supplied by the Harbour Authority.
- (2) No person shall deposit or throw into the waters in the Harbour Limits, any material whatsoever, or place it in a position where it can fall, blow or drift into the waters in the Harbour Limits.

### **55. Bright lights at night and fireworks**

No person shall use lights, including lasers, laser pens, torches or other beams, in a manner which causes nuisance to others or constitutes or is likely to constitute a danger to navigation; or let off any fireworks or pyrotechnics, other than those used for indicating distress or emergency, other than:

- (a) with the prior written permission of the Harbour Master; or
- (b) in connection with safe and proper navigation.

## **56. Loud sounds**

- (1) No person shall sound, or cause, or suffer to be sounded, or used, in the Harbour Limits a siren, distress rocket, musical instrument, radio, television, amplification equipment, computer, loudspeaker, gong, horn or bell or other instrument or appliance capable of producing loud sounds or alarm signals, in a manner which causes nuisance to others or a disturbance to wildlife, on any occasion or for any purpose, other than:
  - (a) in connection with safe and proper navigation;
  - (b) as a recognised race sound signal for an authorised event; or
  - (c) with the prior written permission of the Harbour Master.
- (2) The Harbour Master may require any engine, equipment or other machinery to be switched off if, in the opinion of the Harbour Master, it does or may cause a nuisance or disturbance.

## **PART 8 MISCELLANEOUS**

### **57. Harbour Restricted Commercial Areas**

No person shall enter, or remain in, the Harbour Restricted Commercial Areas without the prior authority of the Harbour Master unless that person is actively engaged in carrying on legitimate business related to the Harbour Restricted Commercial Area that they have entered or remain in.

### **58. Swimming**

No person shall swim in the Inner Harbour without prior written consent of the Harbour Master.

### **59. Jumping or diving**

- (1) Except in accordance with paragraph 2, no person shall:
  - (a) jump or dive from the Harbour Premises, including any pier, quay, or structure into the water; or
  - (b) jump or dive from any Vessel into the water, whilst within the Inner Harbour or the Inner Harbour Approaches.
- (2) A person will not be in breach of this General Direction as a consequence of having capsized in a Vessel (whether as part of a capsize training exercise or as a consequence of sailing).

### **60. Anti-social Behaviour**

No person shall act in a manner that, in the opinion of the Harbour Master:

- (a) causes or is likely to cause nuisance, harassment, alarm or distress to one or more persons; or
  - (b) that creates a risk to the safe and efficient operation of the Harbour,
- whilst within the Harbour.

### **61. Firefighting and lifesaving equipment**

No person shall intentionally or recklessly obstruct the useful operation of, or tamper with any firefighting or life-saving equipment or apparatus in the Harbour or use or remove any such equipment or apparatus except for the purpose of combating fire or saving life or with lawful authority for inspection or maintenance.

### **62. Publications**

Except in the lawful exercise of a statutory power, no person shall publicly place, erect, or exhibit any notice, placard, advertisement or bill or distribute any leaflet, pamphlet, circular or other printed matter at the Harbour without the prior written permission of the Harbour Master.

### **63. Fire Prevention**

- (1) All persons shall take all reasonable precautions for the prevention of accidents or incidents by fire within the Harbour.
- (2) No person at any place where refueling takes place shall:
  - (a) cause there to be, or have a naked flame of any sort, or a lit cigarette in these areas; or
  - (b) use a mobile phone or any other portable electrical or electronic device in these areas.
- (3) No person shall use or retain a fuel bowser in the Harbour without the prior written permission of the Harbour Master.
- (4) The Master or owner of a Vessel within the Harbour shall not allow any fires, barbecues, or any other sort of naked flame (except for properly installed permanent cookers fitted inside any Vessel) on their Vessel or on Harbour Premises without the prior written permission of the Harbour Master.

### **64. Drones**

No person shall fly or operate a drone within or over the Harbour, except:

- (a) with the prior written permission of the Harbour Master; and
- (b) in accordance with the terms and conditions on which any such permission is granted.

### **65. Recovery of Military unexploded ordnance**

No person may enter the Harbour Limits (with a Vessel or otherwise) with any item which is or may be unexploded ordnance, unless they have:

- (a) requested prior permission from the Harbour Master, having clearly stated they believe the item is or may be unexploded ordnance; and
- (b) the Harbour Master has given permission to enter the Harbour Limits with an item that is or may be unexploded ordnance.



## **PART 9 – INFORMATION, OBSTRUCTION AND PENALTIES**

### **66. Details of persons and Vessels**

Any person within the Harbour shall on demand provide the Harbour Master with:

- (a) that person's name and address; and
- (b) details of any Vessel within the Harbour of which that person has knowledge including the name and address of its owner and/or Master.

### **67. Giving information to authorised officers**

Any person found committing an offence or suspected of committing an offence against these General Directions shall, if asked, give to the Harbour Master or any authorised officer of the Harbour Authority their name and address and shall produce such means of identification as that person may have.

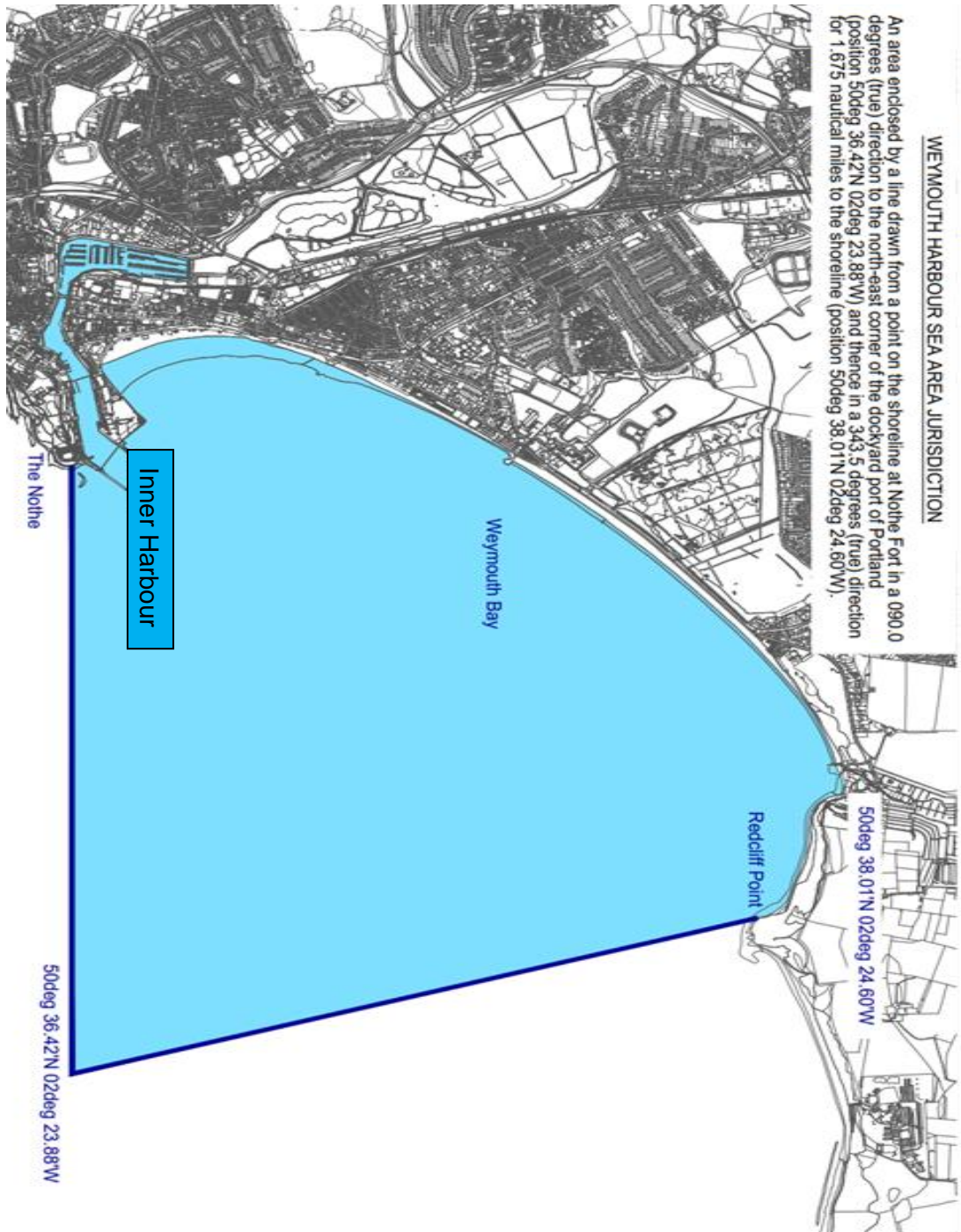
### **68. Obstruction of Officers of the Harbour Authority**

No person shall intentionally obstruct any officer or employee of the Harbour Authority in the execution of their duties.

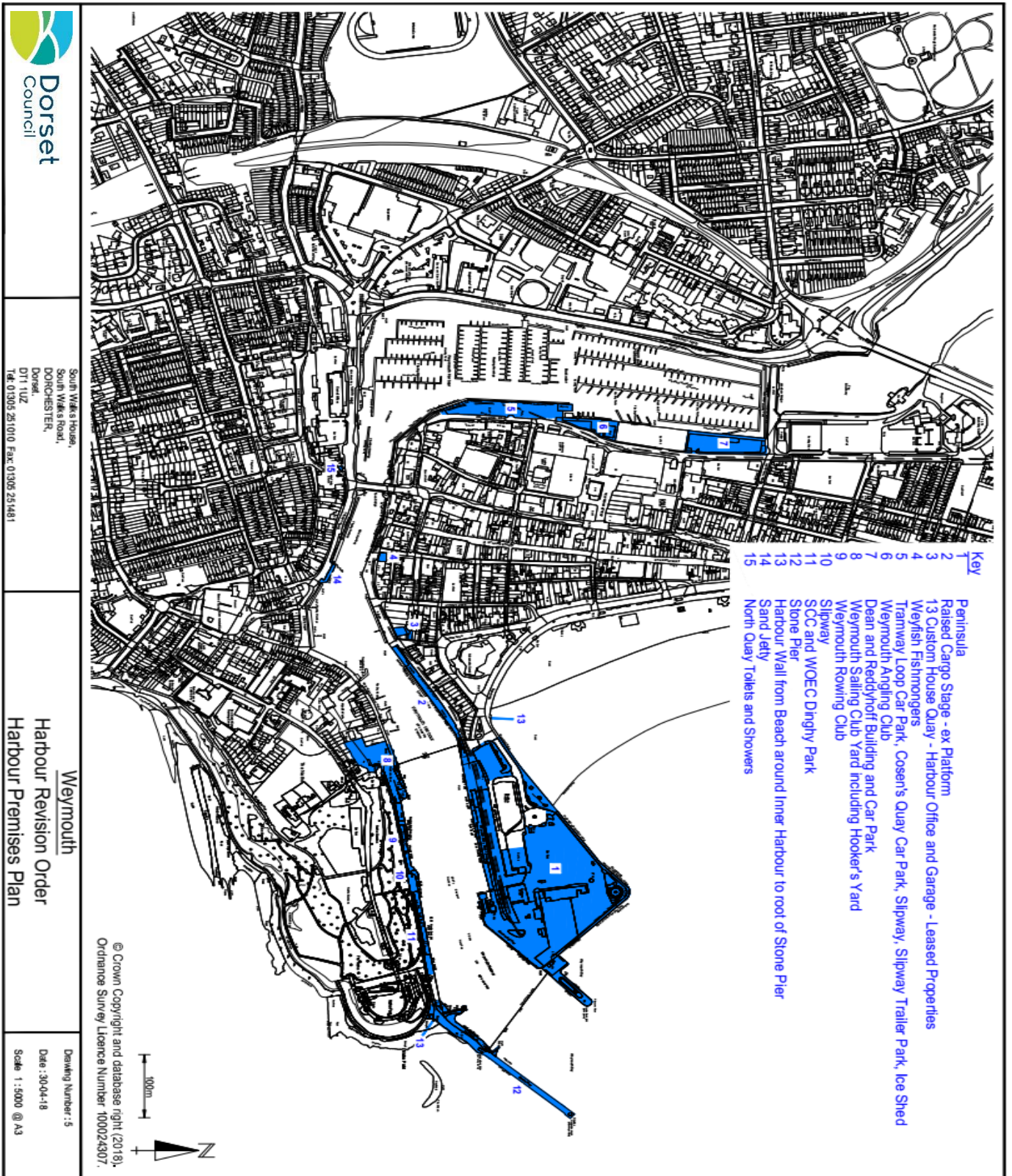
### **69. Penalty Provisions**

- (1) By virtue of article 25 of the 2021 Order any person who fails to comply with a General Direction shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 4 on the standard scale.
- (2) In proceedings for an offence, it shall be a defence for the person charged to prove that they took all reasonable precautions and exercised all due diligence to avoid the commission of the offence.

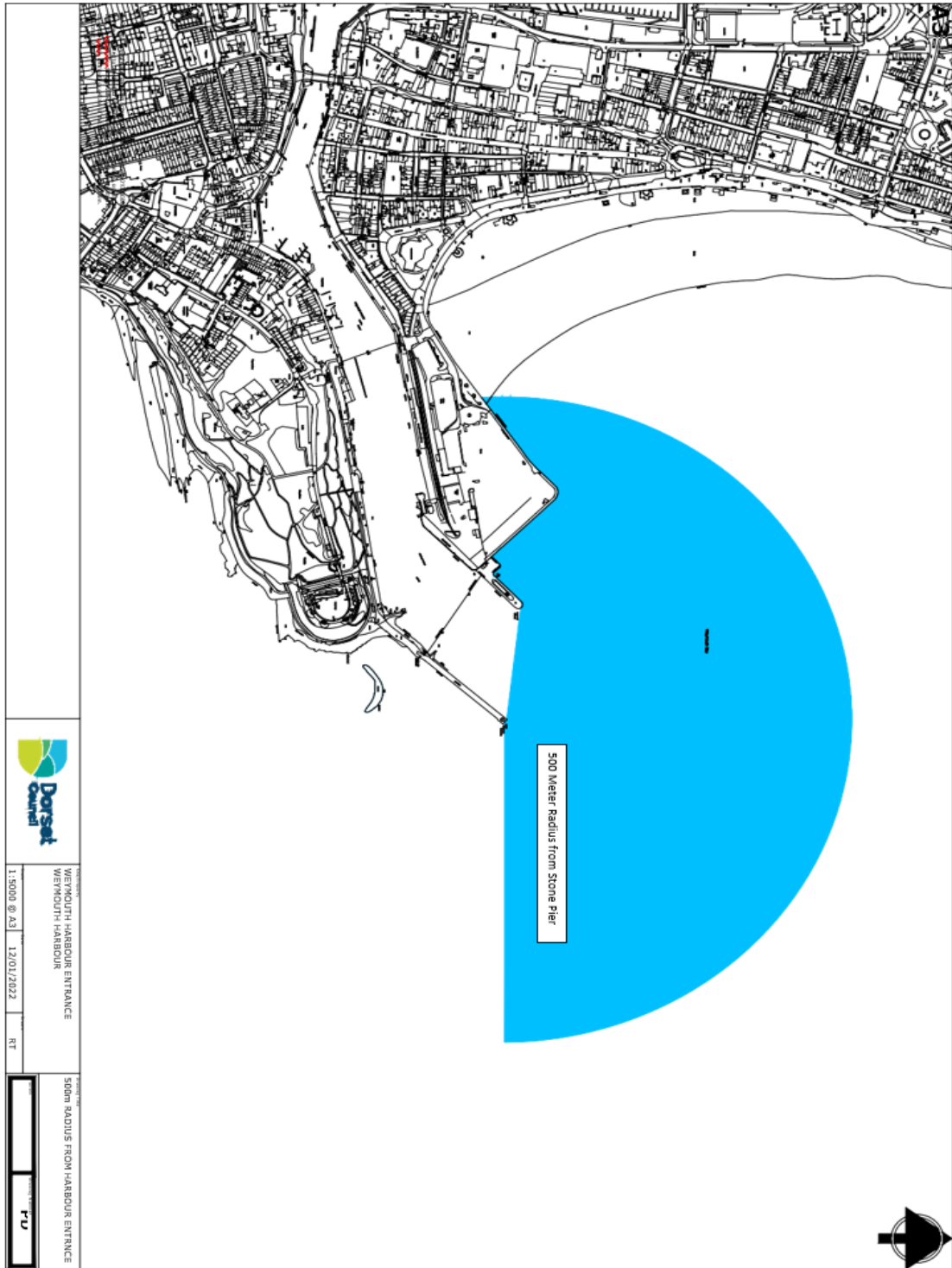
# APPENDIX A – HARBOUR LIMITS PLAN



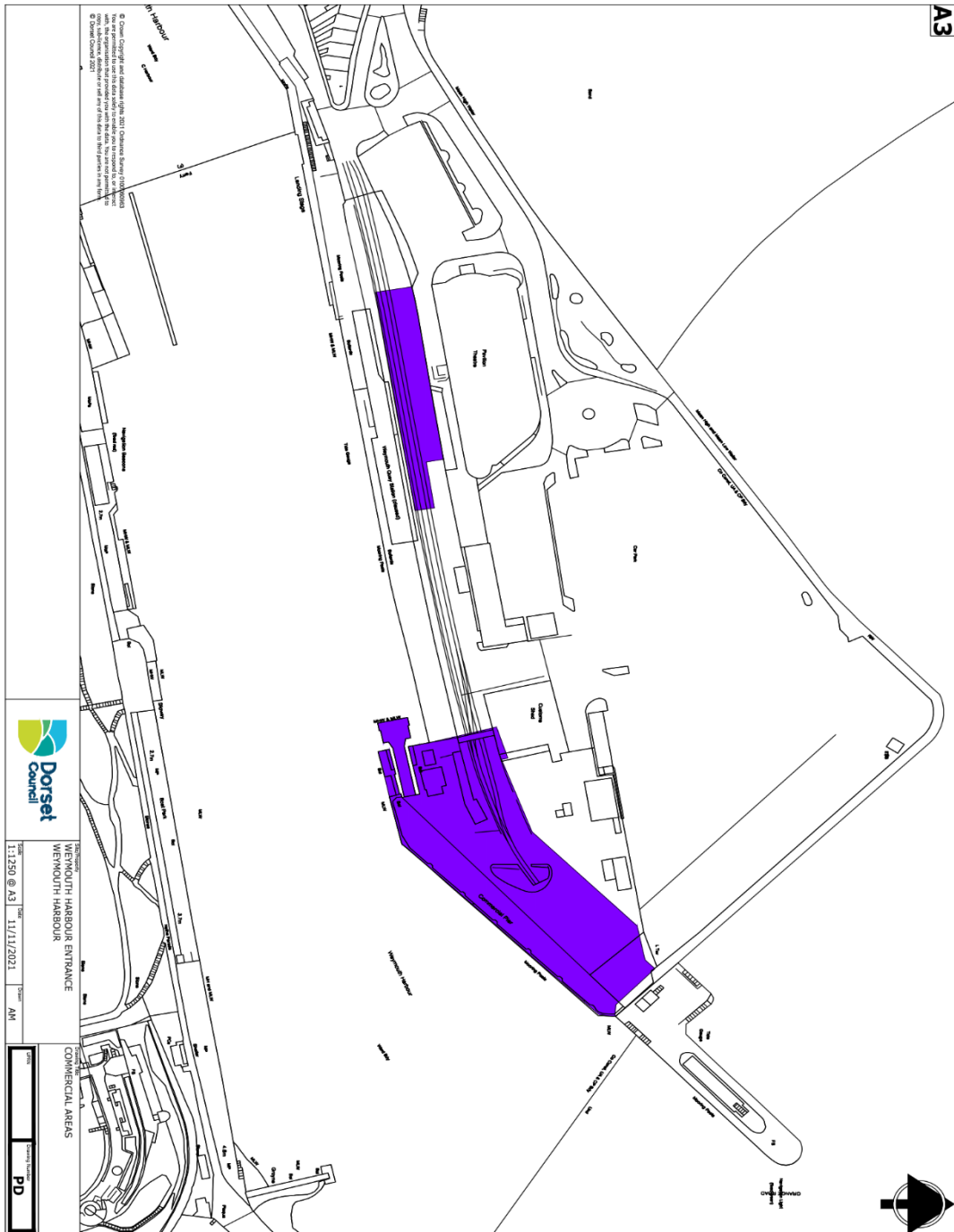
# APPENDIX B – HARBOUR PREMISES PLAN



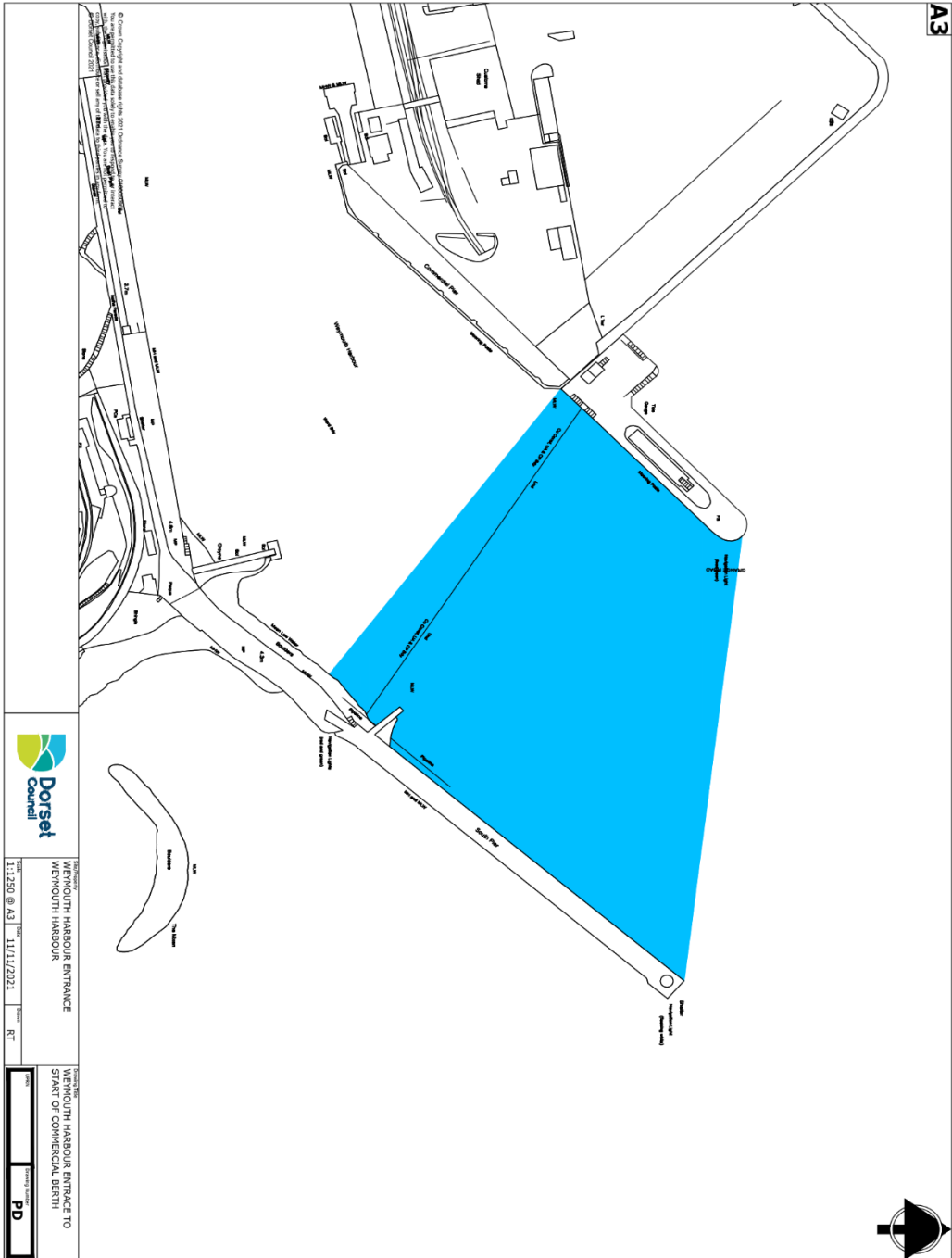
# APPENDIX C – INNER HARBOUR APPROACHES PLAN



# APPENDIX D – HARBOUR RESTRICTED COMMERCIAL AREAS PLAN



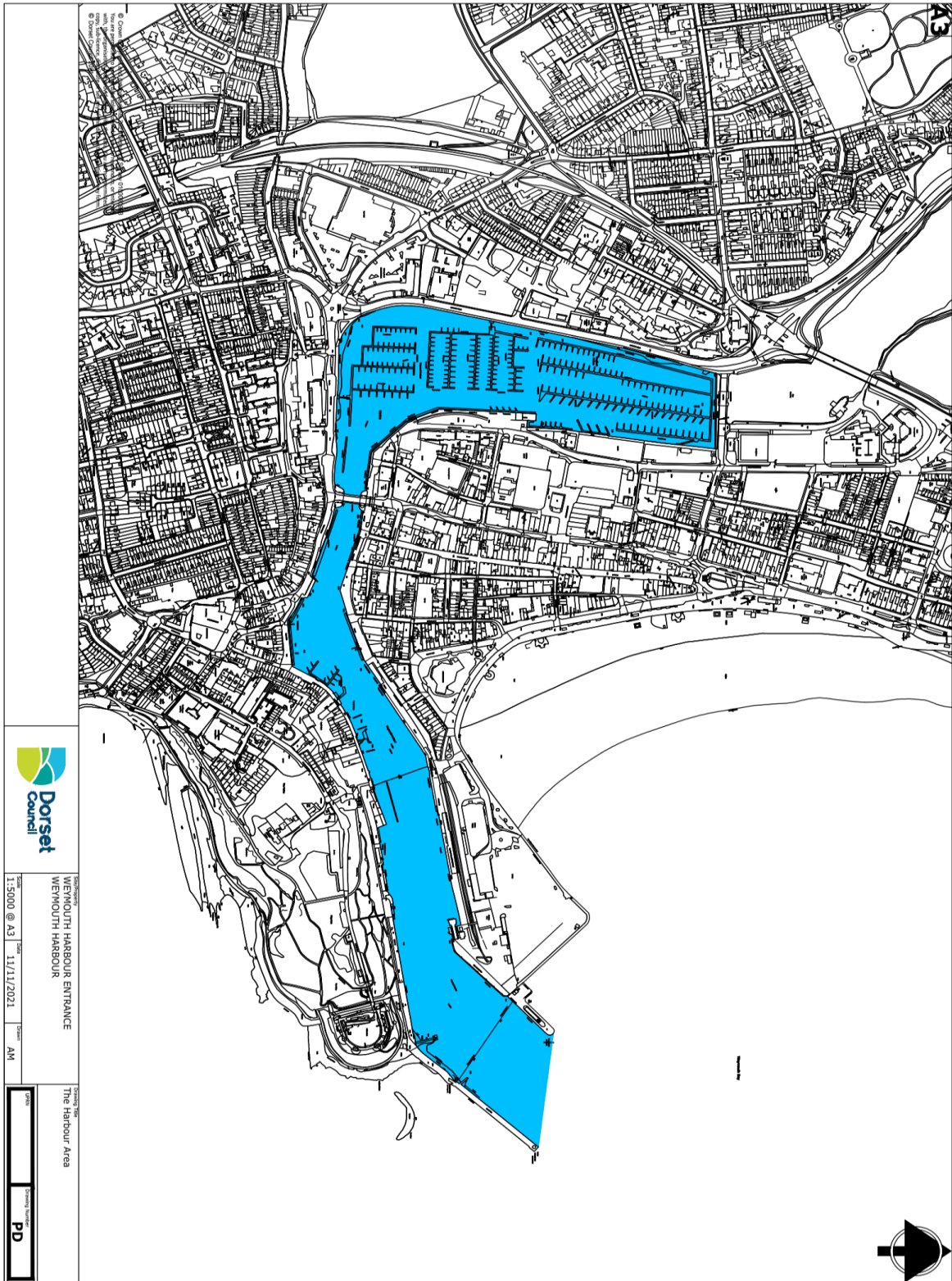
# APPENDIX E – INNER HARBOUR ENTRANCE PLAN



# APPENDIX F – HARBOUR SLIPWAY PLAN

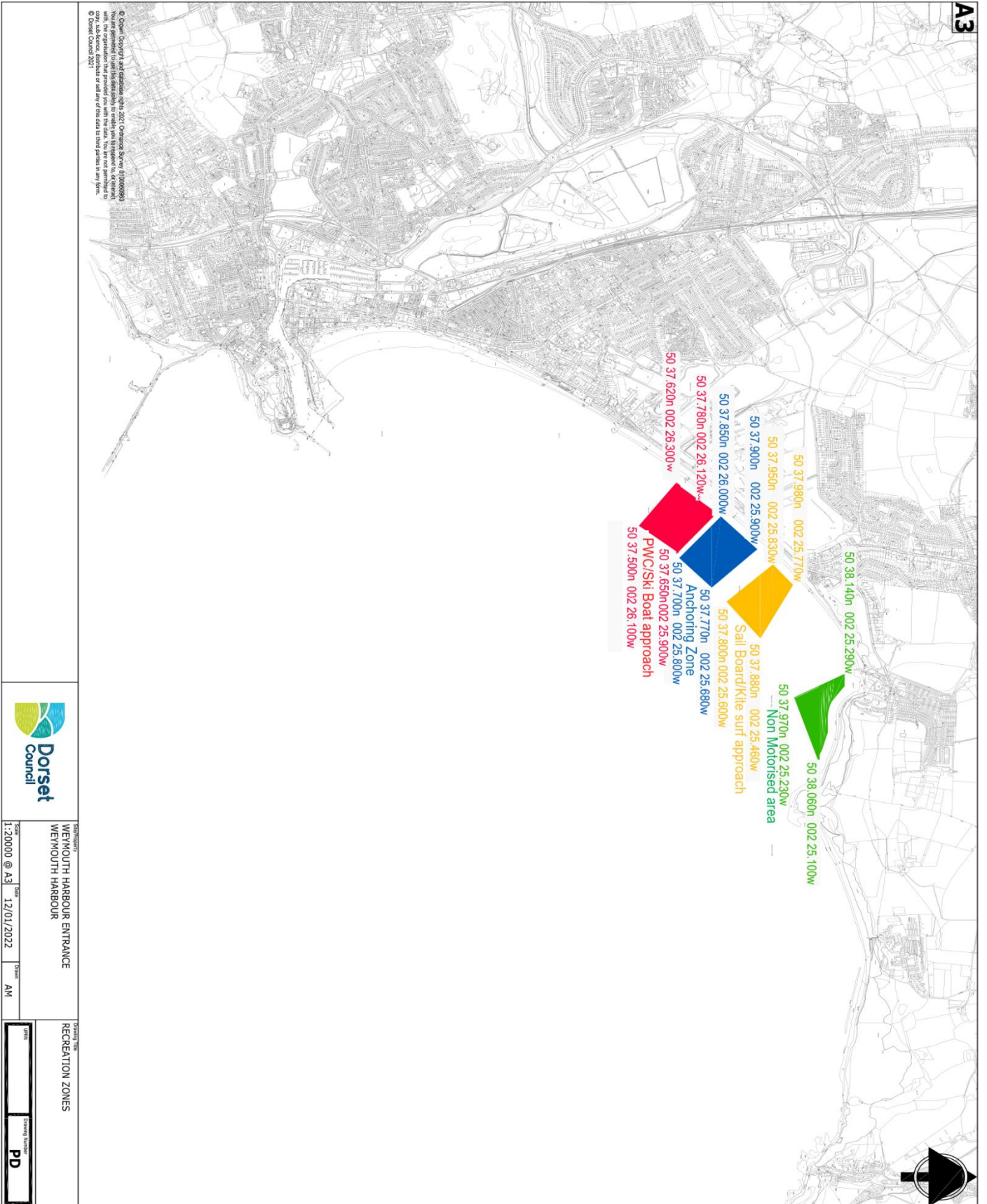


# APPENDIX G – INNER HARBOUR PLAN





# APPENDIX H – WEYMOUTH BAY RECREATIONAL ZONES PLAN



A3



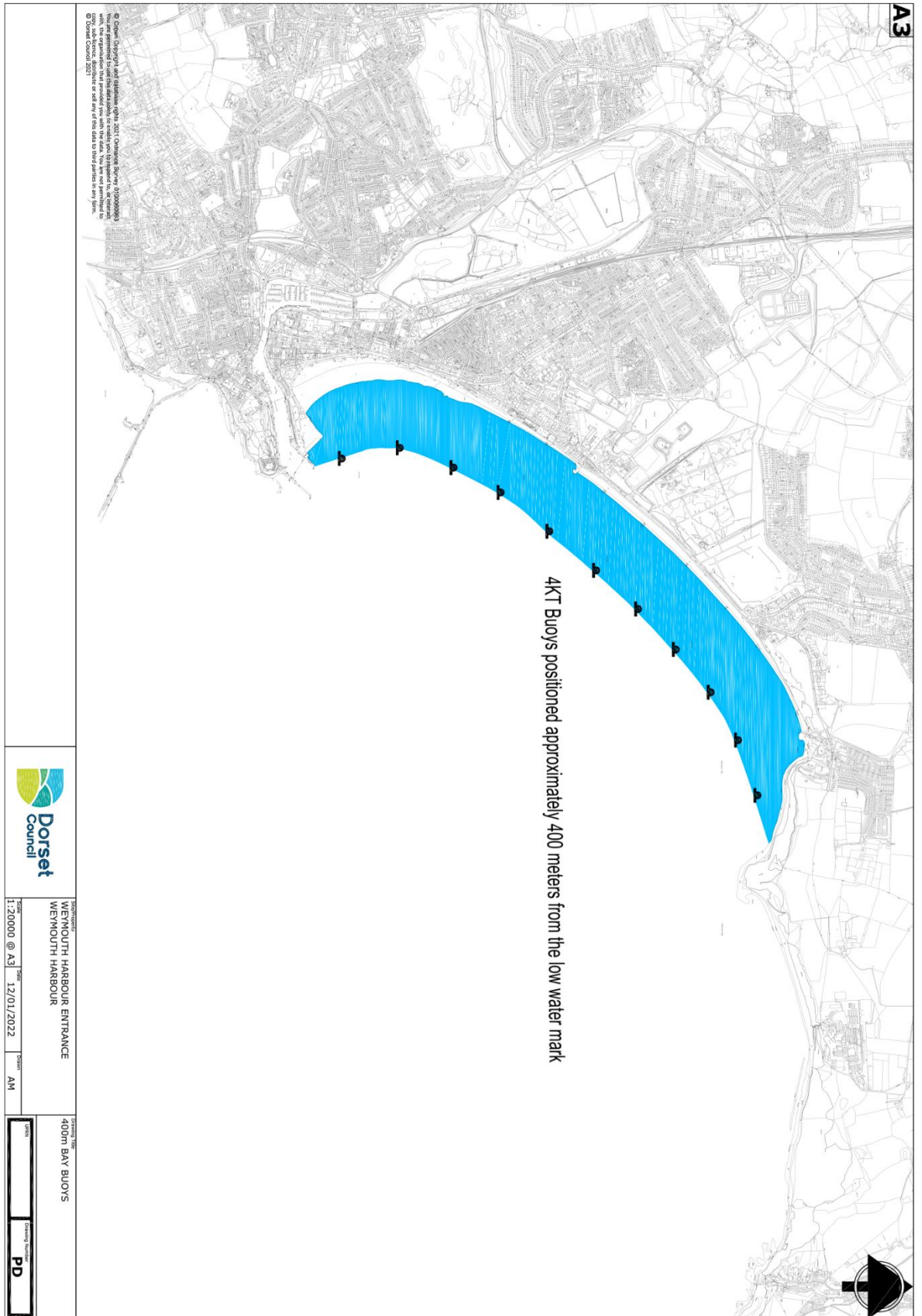
Scale: 1:20000 @ A3  
 Date: 12/01/2022  
 Version: AM

Weymouth Harbour Entrance  
 Weymouth Harbour

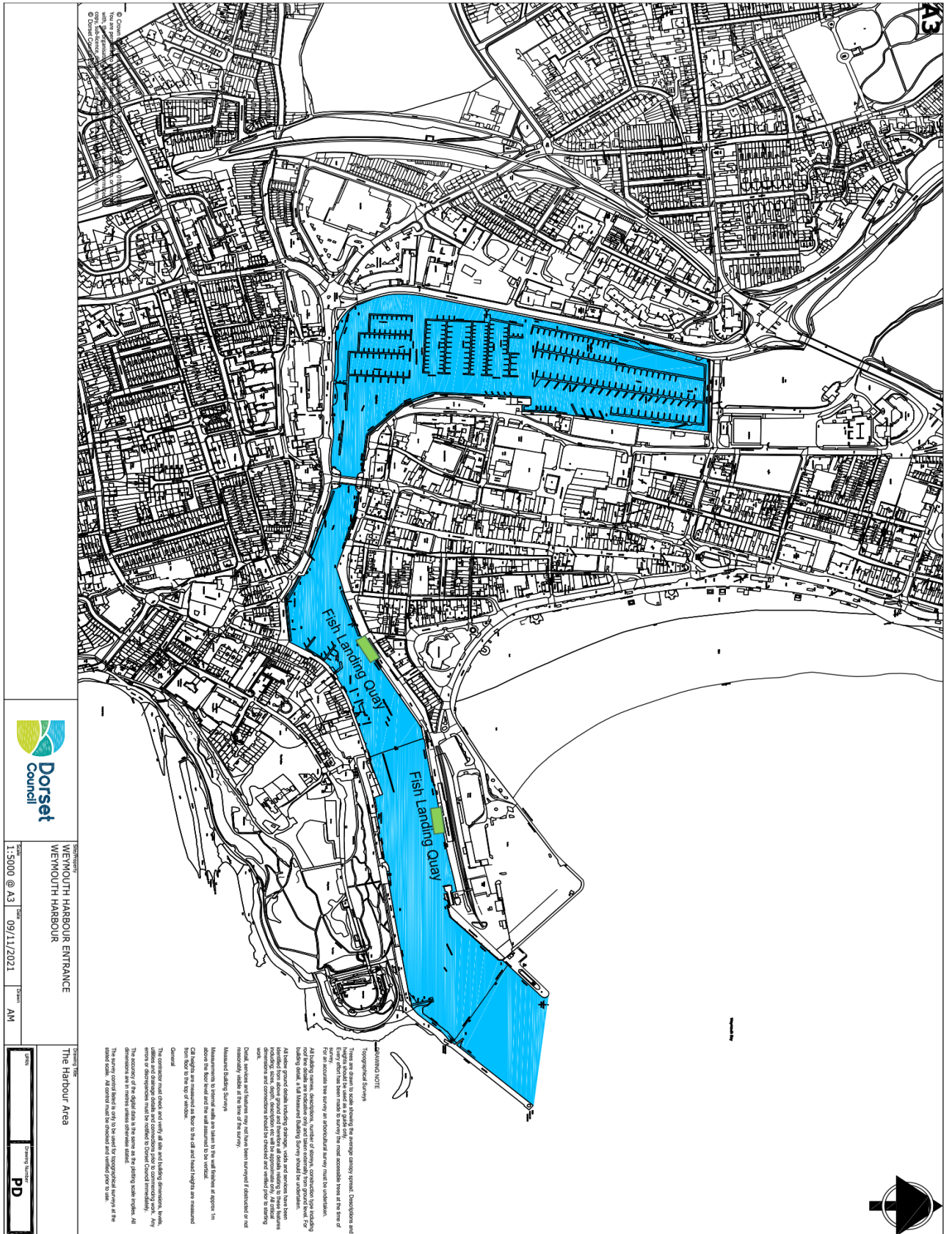
Recreation Zones

PD

# APPENDIX I – WEYMOUTH BAY 4KT RESTRICTED SPEED ZONE PLAN



# Appendix J Designated Fish Landing Quay Plan



Weymouth  
**Weymouth Harbour Entrance**  
**Weymouth Harbour**  
 AM

Scale: 1:5000 @ A3  
 Date: 09/11/2021

The Harbour Area  
 PD

**ADDITIONAL NOTE**

**Topographical Surveys**  
 These are done to assist in the design of the proposed scheme. Obstructions and features that have been made to survey the most accessible areas at the time of the survey are shown in green. For an accurate view survey an individual survey must be undertaken.

**All building names, descriptions, number of stories, construction type, building materials, etc. are shown in red. All other details are shown in black.**

**Although ground details including drainage, walls and various trees have been identified from above ground and therefore all details relating to these features are shown in red. All other details are shown in black.**

**Dimensions and orientations should be checked and verified prior to starting work.**

**Crack, surface and features may not have been surveyed if disturbed or not visible.**

**Horizontal Landings Surveys**  
 All heights are measured in feet to the top of finished floor level. All heights are measured in feet to the top of finished floor level. All heights are measured in feet to the top of finished floor level.

**General**  
 The contractor must check and verify all data and building dimensions, levels, etc. prior to starting work. The contractor must check and verify all data and building dimensions, levels, etc. prior to starting work. The contractor must check and verify all data and building dimensions, levels, etc. prior to starting work.

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## **Harbours Advisory Committee Forward Plan – June 2023 For the period June 2023 – September 2023**

This Forward Plan contains future items to be considered by the Harbours Advisory Committee and Dorset Council. It is published 21 days before the next meeting of the Committee. The plan includes items for the meeting. There are standing items for each meeting which are shown in the table below followed by decision for specific meetings.

### **Harbours Advisory Committee Members**

<b>Cllr Mark Roberts</b>	Chair
<b>Cllr Rob Hughes</b>	Vice-Chair
<b>Cllr Dave Bolwell</b>	
<b>Cllr Louie O’Leary</b>	
<b>Cllr Sarah Williams</b>	
<b>Cllr Mary Penfold</b>	
<b>Lee Hardy</b>	
<b>Philip Thicknesse</b>	
<b>Richard Tinsley</b>	

## STANDING ITEMS

Subject / Decision	Decision Maker	Decision Due Date	Consultation	Background documents	Member / Officer Contact
<p><b>Harbour Masters' Update/PMSC Issues</b> Separate reports to consider the ongoing activity of the Harbour Offices and any Port Marine Safety Code issues.</p> <p>Key decision – No Public Access - Open</p>	<p>Portfolio Holder Highways, Travel and Environment</p>	<p>N/A</p>	<p>Designated Person and harbour users</p>	<p>None</p>	<p>Portfolio Holder Highways, Travel and Environment</p> <p>Chair of Harbours Advisory Committee</p> <p><i>Lead Officers – James Radcliffe, Bridport and Lyme Regis Harbour Master</i> <a href="mailto:james.radcliffe@dorsetcouncil.gov.uk">james.radcliffe@dorsetcouncil.gov.uk</a></p> <p><i>Ed Carter, Weymouth Harbour Master</i> <a href="mailto:Ed.Carter@dorsetcouncil.gov.uk">Ed.Carter@dorsetcouncil.gov.uk</a></p>
<p><b>Harbours Consultative Groups</b> To receive key points from recent Harbour Consultative Group meetings (Weymouth quarterly, Bridport &amp; Lyme bi-annually in Oct and Mar).</p> <p>Key decision – No Public Access - Open</p>	<p>Portfolio Holder Highways, Travel and Environment</p>	<p>N/A</p>	<p>Weymouth, Bridport and Lyme Regis Harbour Consultative Groups</p>	<p>None</p>	<p>Portfolio Holder Highways, Travel and Environment</p> <p>Chair of Harbours Advisory Committee</p> <p><i>Lead Officers – James Radcliffe, Bridport and Lyme Regis Harbour Master</i> <a href="mailto:james.radcliffe@dorsetcouncil.gov.uk">james.radcliffe@dorsetcouncil.gov.uk</a></p> <p><i>Ed Carter, Weymouth Harbour Master</i> <a href="mailto:Ed.Carter@dorsetcouncil.gov.uk">Ed.Carter@dorsetcouncil.gov.uk</a></p>
<p><b>Budget Monitoring</b> To provide an update on revenue and capital spend.</p> <p>Key decision – No Public Access - Open</p>	<p>Portfolio Holder Highways, Travel and Environment</p>	<p>N/A</p>	<p>Service Accountants</p>	<p>None</p>	<p>Portfolio Holder Highways, Travel and Environment</p> <p>Chair of Harbours Advisory Committee</p> <p><i>Lead Officer – James Radcliffe, Bridport and Lyme Regis Harbour Master</i> <a href="mailto:james.radcliffe@dorsetcouncil.gov.uk">james.radcliffe@dorsetcouncil.gov.uk</a></p>

					<i>Claire Connolly, Business Manager, Weymouth Harbour, <a href="mailto:Claire.connolly@dorsetcouncil.gov.uk">Claire.connolly@dorsetcouncil.gov.uk</a></i>
<b>Flood &amp; Coastal Erosion Risk Management (FCERM) Engineering Update</b> To provide an update of the engineering projects progress and issues.  Key decision – No Public Access – Open	Portfolio Holder Highways, Travel and Environment	<b>N/A</b>	Dorset Council Engineering Team	<b>None</b>	Portfolio Holder Highways, Travel and Environment  Chair of Harbours Advisory Committee  <i>Lead Officer – Matthew Penny, Service Manager for Flood and Coastal Erosion Risk Management <a href="mailto:matthew.penny@dorsetcouncil.gov.uk">matthew.penny@dorsetcouncil.gov.uk</a></i>
<b>Marine Safety Plan</b> To review a Marine Safety Plan for Dorset Council Harbours. On a biannual basis (spring and autumn meetings)  Key Decision – No Public Access - Open	Portfolio Holder Highways, Travel and Environment	<b>N/A</b>	Consultees: Lead Officers Portfolio Holder, Harbours Advisory Committee, Harbour consultative Groups	<b>None</b>	Chair of Harbours Advisory Committee  <i>James Radcliffe, Bridport and Lyme Regis Harbour Master <a href="mailto:James.Radcliffe@dorsetcouncil.gov.uk">James.Radcliffe@dorsetcouncil.gov.uk</a></i>  <i>Ed Carter, Weymouth Harbour Master <a href="mailto:Ed.Carter@dorsetcouncil.gov.uk">Ed.Carter@dorsetcouncil.gov.uk</a></i>
<b>Points/questions from Committee Members</b> To discuss any concerns or issues raised by Committee Members.  Key decision – No Public Access - Open		<b>N/A</b>	<b>N/A</b>	<b>None</b>	Chair of Harbours Advisory Committee  <i>Lead Officers – James Radcliffe, Bridport and Lyme Regis Harbour Master <a href="mailto:james.radcliffe@dorsetcouncil.gov.uk">james.radcliffe@dorsetcouncil.gov.uk</a></i>  <i>Ed Carter, Weymouth Harbour Master <a href="mailto:Ed.Carter@dorsetcouncil.gov.uk">Ed.Carter@dorsetcouncil.gov.uk</a></i>

Subject / Decision	Decision Maker	Decision Due Date	Consultation	Background documents	Member / Officer Contact
<p><b>Pilotage Review for Bridport Harbour</b></p> <p>To consider the ongoing requirement for pilotage at Bridport Harbour</p>	<p>Portfolio Holder Highways, Travel and Environment</p>	<p>21<sup>st</sup> September 2023</p>	<p><u>Consultees:</u> Lead Officers Portfolio Holder Harbours Advisory Committee Harbour Consultative Group</p>		<p>Portfolio Holder Highways, Travel and Environment</p> <p>Chair of Harbours Advisory Committee</p> <p><i>James Radcliffe, Bridport and Lyme Regis Harbour Master</i> <a href="mailto:james.radcliffe@dorsetcouncil.gov.uk">james.radcliffe@dorsetcouncil.gov.uk</a></p>
<p><b>PMSC Designated Persons Report</b></p> <p>To receive an annual report on Port Marine Safety Code compliance from the Designated Person</p>	<p>Portfolio Holder Highways, Travel and Environment</p>	<p>21<sup>st</sup> September 2023</p>	<p><u>Consultees:</u> Lead Officers Portfolio Holder Harbours Advisory Committee</p>		<p>Portfolio Holder Highways, Travel and Environment</p> <p>Chair of Harbours Advisory Committee</p> <p><i>Lead Officers – James Radcliffe, Bridport and Lyme Regis Harbour Master</i> <a href="mailto:james.radcliffe@dorsetcouncil.gov.uk">james.radcliffe@dorsetcouncil.gov.uk</a></p> <p><i>Ed Carter, Weymouth Harbour Master</i> <a href="mailto:Ed.Carter@dorsetcouncil.gov.uk">Ed.Carter@dorsetcouncil.gov.uk</a></p>
<p><b>Asset Management Plan</b></p> <p>To consider an Asset Management Plan for Bridport and Lyme Regis Harbours</p>	<p>Portfolio Holder Highways, Travel and Environment</p>	<p>21<sup>st</sup> September 2023</p>	<p><u>Consultees:</u> Lead Officers Portfolio Holder Harbours Advisory Committee</p>		<p>Portfolio Holder Highways, Travel and Environment</p> <p>Chair of Harbours Advisory Committee</p>



					<p><i>James Radcliffe, Bridport and Lyme Regis Harbour Master</i>  <a href="mailto:james.radcliffe@dorsetcouncil.gov.uk">james.radcliffe@dorsetcouncil.gov.uk</a></p>
<p><b>General Directions - Weymouth Harbour</b>          To consider consultation responses and any updates to General Directions prior to submission, in accordance with Section 22 of the Weymouth Harbour Revision Order.</p>	Portfolio Holder Highways, Travel and Environment	21 <sup>st</sup> September 2023	<p><u>Consultees:</u>          Lead Officers          Portfolio Holder          Harbours Advisory Committee          Harbour Consultative Group</p>		<p>Portfolio Holder Highways, Travel and Environment</p> <p>Chair of Harbours Advisory Committee</p> <p><i>Lead Officer – Ed Carter, Weymouth Harbour Master</i>  <a href="mailto:Ed.Carter@dorsetcouncil.gov.uk">Ed.Carter@dorsetcouncil.gov.uk</a></p>
<p><b>Harbours Business Plans</b>          To consider new business plans for Weymouth, Bridport and Lyme Regis Harbours</p> <p>Key Decision – Yes          Public Access - Open</p>	Portfolio Holder Highways, Travel and Environment	21 <sup>st</sup> September 2023	<p><u>Consultees:</u>          Lead Officers          Portfolio Holder          Harbours Advisory Committee</p>	A Business Plan for Weymouth Harbour 2014-2019 and beyond	<p>Portfolio Holder Highways, Travel and Environment</p> <p>Chair of Harbours Advisory Committee</p> <p><i>Lead Officers – Ed Carter, Weymouth Harbour Master</i>  <a href="mailto:Ed.Carter@dorsetcouncil.gov.uk">Ed.Carter@dorsetcouncil.gov.uk</a></p> <p><i>James Radcliffe, Bridport and Lyme Regis Harbour Master</i>  <a href="mailto:james.radcliffe@dorsetcouncil.gov.uk">james.radcliffe@dorsetcouncil.gov.uk</a></p>

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**Private/Exempt Items for Decision**

Each item in the plan above marked as 'private' will refer to one of the following paragraphs.

1. Information relating to any individual.
2. Information which is likely to reveal the identity of an individual.
3. Information relating to the financial or business affairs of any particular person (including the authority holding that information).
4. Information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
6. Information which reveals that the shadow council proposes:-
  - (a) to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or
  - (b) to make an order or direction under any enactment.
7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.