



Harbours Advisory Committee

Date: Monday, 29 June 2026
Time: 10.00 am
Venue: Council Chamber, County Hall, Dorchester, DT1 1XJ

Members (Quorum 3)

Cllrs Rob Hughes, Sarah Williams, Peter Dickenson, Sally Holland, David Northam and Gary Suttle

Independent Members: Lee Hardy, Mark Roberts, Mark Saxby and Richard Tinsley.

Chief Executive: Catherine Howe, County Hall, Dorchester, Dorset DT1 1XJ

For more information about this agenda please contact Democratic & Governance Services Meeting Contact 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. If you would like to attend this meeting and have any specific requirements please contact the Democratic Services Officer named above.

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Agenda

Item		Pages
1.	APOLOGIES To receive any apologies for absence.	
2.	MINUTES To confirm the minutes of the meeting held on 04 March.	5 - 10
3.	DECLARATIONS OF INTEREST 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 e-mailed in full to joshua.kennedy@dorsetcouncil.gov.uk by 8.30am on Wednesday 24 June 2026.

When submitting your question(s) and/or statement(s) 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 Chair.

6. HARBOUR CONSULTATIVE GROUP MINUTES

To note the minutes of the Weymouth, Bridport and Lyme Regis

Harbour Consultative Groups.

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|------------|---|--------------|
| 7. | HARBOUR MASTER UPDATES | 39 - 66 |
| | To receive updates from the Harbours Manager and Bridport & Lyme Regis Harbour Masters. | |
| 8. | FLOOD & COASTAL EROSION RISK MANAGEMENT (FCERM) ENGINEERING UPDATE | 67 - 80 |
| | To provide an engineering update for Weymouth, Bridport and Lyme Regis harbours. | |
| 9. | HARBOURS YEAR END BUDGET REPORT 2025-26 | 81 - 96 |
| | To consider a report from the Harbour Business Manager. | |
| 10. | HARBOURS BUDGET MONITORING REPORT 2026-27 | 97 - 108 |
| | To consider a report by the Harbour Business Manager. | |
| 11. | COASTLINE CRUISES BERTHING FEE WAIVER REQUEST REPORT | 109 -
126 |
| | To consider a report from the Harbours Manager. | |
| 12. | MARINE COMPLIANCE AND ENFORCEMENT POLICY REPORT | 127 -
140 |
| | To consider a report from the Harbours Manager. | |
| 13. | MARINE SAFETY MANAGEMENT SYSTEM REPORT | 141 -
146 |
| | To consider a report from the Harbours Manager. | |
| 14. | FORWARD PLAN | 147 -
152 |
| | To consider the Harbours Advisory Committee forward plan. | |
| 15. | 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. | |
| 16. | 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.



HARBOURS ADVISORY COMMITTEE

MINUTES OF MEETING HELD ON WEDNESDAY 4 MARCH 2026

Present: Cllr Rob Hughes (Chair), Cllr Sarah Williams (Vice-Chair), Cllr Peter Dickenson, Cllr Sally Holland, Lee Hardy, Mark Roberts and Richard Tinsley

Apologies: Cllr Mike Baker, Cllr Ray Bryan (in attendance remotely) and Mark Saxby

Also present: Cllrs Jon Andrews, Belinda Bawden

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

Lara Altree (Senior Lawyer - Regulatory), Ed Carter (Weymouth Harbour Master), Claire Connolly (Harbours Business Manager), Kevin Evans (Senior Accountant (Place)), Joshua Kennedy (Democratic Services Officer), Matthew Penny (Service Manager - Flood & Coastal Erosion), Matthew Piles (Corporate Director - Strategic Director - Weymouth 2040), James Radcliffe (Bridport and Lyme Regis Harbour Master) and Louis Wicks (Democratic Services Officer Apprentice)

153. Apologies

Apologies for absence were received from Mark Saxby, Cllr Mike Baker and Cllr Ray Bryan (in attendance online).

154. Minutes

The minutes of the last meeting held on 03 December were confirmed and signed.

155. Declarations of Interest

Mark Roberts declared that he held a mooring at West Bay Harbour.

156. Public Participation

There were no public questions.

157. Chairman's Report

The Chair delivered a verbal report to the committee. He noted that the Harbour Revision Order (HRO) covering all three harbours had been approved, bringing harbour legislation up to date and strengthening the ability to manage the harbours effectively. He thanked all those involved in the process over the past 5 years.

158. Harbour Consultative Group Minutes

The Bridport Harbour Consultative Group minutes from the meeting held on 02 February 2026 were presented by the Group Chair Emma Bourne.

The Lyme Regis Harbour Consultative Group minutes from the meeting held on 05 February 2026 were presented by the Group Chair Sally Holman.

The Weymouth Harbour Consultative Group minutes from the meeting held on 11 February 2026 were presented by the Group Chair Tim Day.

In response to a question, officers confirmed that the Health and Safety Executive had been informed of the incident that had occurred in Lyme Regis and was being investigated.

The minutes of the Harbour Consultative Groups were noted by the committee.

159. **Harbour Master Updates**

The Bridport and Lyme Regis Harbour Master delivered the updates for Bridport and Lyme Regis harbours. The most recent statistics for both harbours were provided, it was noted that they were broadly comparable with the previous year's.

Both harbours had secured funding through the Fisheries and Seafood Scheme to support key equipment replacements; these funds would contribute towards the replacement of the quayside davits at Bridport and the fishermen's crane at Lyme Regis. Flood barriers had been installed in Bridport

Recent storms had caused approximately 10,000 tonnes of material to be deposited within Bridport harbour, a crane was used to remove some of this material, in order to maintain access into the harbour. In Lyme Regis, storms washed material off of the beach and onto the Cobb and harbour, requiring contractors to remove the materials.

Further Water Injection Dredging trials had been commissioned, as it was determined that adverse weather conditions had impacted the previous trials in November.

An incident in Bridport was reported of a vessel sinking, the vessel was successfully refloated the same day by the harbour team.

In response to a question, the Harbour Master confirmed that the cost for refloating the vessel was borne by the vessel owner.

The Harbours Manager presented the update for Weymouth Harbour. He noted that there was increasing popularity for 6-month mooring lettings, while interest in large vessel berths remained strong.

Several storms had occurred over the winter period, however the harbour had not seen any major damage to infrastructure or vessels. The Christmas Day swim had been impacted by adverse weather conditions and the event was called off after it was clear that even experienced swimmers were struggling with the conditions.

13 incidents had occurred since the last meeting and there had been no oil spills in the harbour in the same period. Oil spill response exercises were planned for later in the year, to ensure training was up to date.

Planned harbour works included repairs to the Cosens Quay car park and the replacement of Stone Pier railings, due to some severe signs of rust in places, the work to replace the damaged railings was estimated to cost £90,000, which was a saving of £100,000 when compared to the full replacement of all the railings. An in depth structural assessment of the Sand Jetty was being commissioned to determine its structural integrity.

Notable upcoming events included the introduction of the Dorset Artisan Market, which would be coming to Weymouth harbour of three separate dates in Summer 2026 and the Dorset Seafood Festival, which would return as a free to attend event. The iQFoil World Championships were set to be hosted by the Weymouth and Portland National Sailing Academy in September. The event would mark the first time the UK has hosted an Olympic-windsurfing world championship since 2009.

In response to members questions the Harbours Manager stated that the increasing popularity of 6-month mooring lettings was something which was being monitored in relation to the impact it may have on harbour revenue and that any 6-month agreement is purely limited to 6-months, there is no guarantee of the same berth after the 6 months end.

He also stated in response to a question about a large number of spam emails being sent to the harbour office, that IT colleagues had been consulted with and there was no risk of a security breach as the targeted email address was not connected to any secure information. They were currently working with the IT team on what steps to take going forward.

The committee noted the updates.

160. Flood & Coastal Erosion Risk Management (FCERM) Engineering Update

The Service Manager for Flood and Coastal Erosion delivered a verbal engineering update to the committee. The Coastal Risk Management team were supporting Bridport and Lyme Regis Harbour teams in dredging and Water Injection Dredging trials were being undertaken in both harbours.

Inspections had been undertaken in all three harbours and repairs had been scheduled with Dorset Council Highways and were expected to be completed later in the year.

In Bridport work was set to start on Wall A in Spring and Wall B in Autumn and all licences had been applied for from the Environment Agency and Marine Management Organisation.

In Lyme Regis a large void had been identified at the base of the Cobb and repair was scheduled imminently. In response to pre-application advise from Historic England, an onsite inspection of the Cobb had been arranged with key

stakeholders, in order to agree measures going forward for the Lyme Regis Phase 5 scheme. It was hoped that funding could be secured through the Community Infrastructure Levy.

In Weymouth harbour work was underway on harbour Walls F & G and it was estimated that work would be complete later in the year. A detailed design and specification document had been commissioned following a survey on harbour Wall E.

Officers provided the following responses to members questions:

- It was not anticipated that there would be disruption to activities as a result of entering the South West Flood and Coastal shared service and there will be representatives from the FCERM team on the joint committee.
- There is a risk that repairs won't be guaranteed to be completed by next year, as other factors such as adverse weather can impact repairs, however there was no indication that the work wouldn't be carried out.

It was suggested that further information about the South West Flood and Coastal shared service agreement could be provided from the relevant officer outside of the meeting.

The committee noted the FCERM updates.

161. **Harbours Budget Monitoring Report 2025-26**

The Harbours Business Manager delivered the budget monitoring report for all three harbours. It was noted that the pay award was higher than predicted, this was offset in Bridport by a vacant mechanics post, however there was additional costs from dredging, which resulted in the surplus reducing from what was predicted.

It was explained that in Lyme Regis a balanced budget was unlikely to be achieved, due to additional costs incurred, for example from repairing storm damage. There was currently a shortfall of approximately £14,000, which would be required to be funded from the Place directorate.

The surplus in Weymouth had increased, due to delayed repairs on the harbour walls. The new fish landing quay had created a new income stream, while there were additional costs associated with a water leak on the peninsula and the Dorset Seafood Festival.

In response to members questions officers provided the following responses:

- The Environment Agency were not providing funding for the dredging works in West Bay.
- The removal of the ramp in Weymouth was being pushed forward, now that the HRO was in place.
- The contribution from the harbour to the Dorset Seafood Festival was viewed as good value, given the boost to the local economy, including the harbour.
- Dorset Council as a whole was supporting the seafood festival, not just the Harbour Authority.

- The income from the new fish landing quay was positive.
- Different options were being explored to minimise the high charges for the electricity supply, including installing solar panels or using the old supply.

The 2025/26 budget monitoring figures and reserve balances were noted by the Harbours Advisory Committee.

162. **MCA PMSC Compliance Exercise**

The Harbours Manager introduced the MCA PMSC Compliance Exercise report and welcomed any questions.

In response to a question from one committee member, the Harbours Manager confirmed that they would check that Dorset Harbours were properly recorded on the National Database, when the Compliance Exercise closes.

The committee noted the completion of the MCA PMSC Compliance Exercise.

163. **Marine Compliance and Enforcement Policy Report**

The Harbours Manager presented the Marine Compliance and Enforcement Policy report. It was explained that the report had been brought forward as a result of an issue identified in a PMSC audit and that adoption of the policy would further help the harbours to comply with the PMSC.

Although members of the committee expressed broad support for adopting the policy there were a number of detailed comments that were asked to be addressed before recommending the policy for adoption. It was decided that these could be addressed more effectively outside of the meeting.

It was agreed that the report would be deferred to a later meeting to allow for further information to be provided.

164. **Forward Plan**

The forward plan was presented by the Harbours Manager. In addition to the usual standing items, a report on the Marine Safety Management Systems was set to be brought to the next meeting.

The Harbours Manager confirmed a more structured report on marine safety could be implemented going forward.

165. **Urgent Items**

There were no urgent items.

166. **Exempt Business**

There was no exempt business.

Duration of meeting: 10.00 - 11.32 am

Chairman

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Bridport (West Bay) Harbour Consultative Group (BHCG) Meeting 11 May 2026 The Salt House 18:00	
Present	
Amanda Anderson (AA)	Resilient Communities Coordinator
Johnathan Bourbon (JB)	Town Council
Emma Bourne (EB)	Non-Boating Water Activities Rep (HCG Chair)
David Boyland (DB)	Non-Commercial Moorings Sub
Keston Bracey (KB)	Harbour Traders Rep
Gavin Brooking (GB)	Non-Commercial Moorings Rep
Ed Carter (EC)	Harbours Manager – Weymouth Harbour Master
Mark Cornwell (MC)	Commercial Fisherman Rep
Roger Guppy (RG)	West Bay Sea Angling Club Rep
Sam Hanbury (SH)	Harbour Traders Sub
Ben Harvey (BH)	Assistant Harbour Master
Roger Higham (RH)	West Bay Seas Scouts
Jason Matthews (JM)	Gig Club Sub
Becky McGowan	Admin Officer – Note Taker
Simon Miles (SM)	Commercial Passenger Carrying Vessels Rep
James Radcliffe (JR)	Harbour Master
Andrew Taylor (AT)	Residents Rep
Emma Teasdale (ET)	Litter Free Dorset
Andy Turtle (ATu)	Citizens in Policing Manager

1. Welcome & introductions				Action
EB – Welcomed everyone to the meeting, round the room introductions were given.				
2. Apologies				
Cllr Rob Hughes - Dorset Council Harbours Advisory Committee Chair				
Adrian Best – Maritime Policing Team, Marine Tactical Advisor				
3. Minutes of the previous meeting				
No comments.				
4. Outstanding actions from previous meeting				
ID	Action	Assigned	Date of completion	
28/04/2025 14.	Meet to discuss dog signage. The redesign works are still in progress. It was agreed that any new signage should be put on hold until arrangements are finalised. Existing signage will remain in place in the meantime.	EB - JR	Ongoing	
18.	Speak with Wildlife Trust re crab line bins	EB	See agenda item 8.	
3/11/2025 7.	Speed watch group, discuss with interested parties. Responsibility has now been handed over to the Town Council.	EB	No further action from HCG	
2/2/2026 7.	CCTV Integration with central monitoring stations. JB reported that CCTV cameras are in place around the Town Centre, including South Street and East Street. If an incident occurs, a request can be made for the cameras to be interrogated. Ongoing financial costs associated with running and monitoring the cameras were considered not to be warranted at the time.			

	It was noted that Bridport Town Council previously paid a fee for camera monitoring but later withdrew from this arrangement.			
7.	ATu advised that in other towns, CCTV systems are connected via a live link to a central monitoring centre. For example, Dorchester can view cameras in Wimborne and Blandford as they are linked back to the central system. These systems operate continuously. There are plans to introduce live links where possible. ATu will make enquiries regarding Bridport, as it is currently unclear why cameras there are not operating continuously. It was noted that Blandford uses vetted police volunteers to monitor the town centre and there may be opportunities to recruit volunteers to support monitoring in Bridport. EB Thanks were extended to the Police. Police presence has been noted recently, including patrol vehicles and a speed enforcement trap observed in the area.	JB AT	Ongoing	
7.	Update on Harbour Watch statistics. There has been no increase in membership since the last meeting. Current membership stands at approximately 900, with around 400 members registered to a home address rather than the harbour location. Members were encouraged to re-register using the harbour postcode to ensure they receive relevant alerts. The group will look at ways to increase membership, including improved communication and awareness. It was agreed to arrange an event to promote re-registration and membership sign-up.	AA		
9.	Reef monitoring feedback on identified effects. EC reported that discussions took place with Natural England (NE) and the Marine Management Organisation (MMO) in February regarding future plans. Water-injection dredging was trialled as a cost-effective approach. The first contractor did not achieve the expected results; however, a second contractor performed very well, dredging to a depth of approximately 1 metre. The work is being undertaken in liaison with	EC		

	NE and MMO to determine the most appropriate approach going forward. No formal licence is currently needed, but operations are being carried out in line with best practice. Monitoring to ensure that the sediment is non-toxic, and the sediment plume is not having a negative environmental impact. The Harbour Team can be equipped with a GoPro camera to take photographs of the reef bed and liaise with MMO. Sediment sampling is undertaken every five years, with annual photographic monitoring of the reefs proposed to observe changes in marine life. It was noted that photographs should always be taken: • At the same locations • Using geo-referenced positions • Within the same tidal window This will ensure consistency and accurate comparisons over time. GB asked when the last successful dredge took place. EC confirmed this occurred in February, focusing on the East Basin. JR clarified that the East Basin works were a trial, with a full dredge anticipated in a few years' time. Dredging was carried out approximately 5 metres from the wall to prevent undermining and bed collapse. It was noted that dredged material initially began to move out of the harbour, but storm conditions made this difficult. Within the inner harbour, the works performed well. It was asked if there were plans to review dredging in the West Basin. These were discussed; however, this is challenging at present. A likely timeframe is 2–3 years, aligning with when the chains need to be removed again. No dredging works are planned for next year. The Sea Angling Club raised concerns about tenders on the East Basin, noting difficulties getting them off.			
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	It was explained that dredging deepens the centre channel first, with side areas slumping naturally over time. AT highlighted that water ingress at the sides of the harbour is a significant long-term issue. Historically, stonework was regularly repointed. Measures such as applying concrete wash to the wall were used. Long-term protection solutions need to remain a consideration. It was confirmed that Wall A and Wall B works are currently underway, with future works planned. Engineers are monitoring conditions on an ongoing basis, and the Highways Team will be responsible for pointing the walls.			
5. Representatives and Substitutes				
October renewals are due for Andrew and Sam. The Kayaking Club has not attended meetings since before 2024. SM to contact the club to discuss future involvement. A representative from the Sea Scouts attended this meeting on an ad hoc basis to gain a better understanding of what is involved. The Sea Scouts are not currently listed as formal representatives; however, they have expressed an interest in attending meetings going forward. The relevant paperwork and application process will therefore need to be completed.				SM
6. Harbour's Advisory Committee Chair's updates				
No update.				
7. Marine Police update & Harbour Watch				

AB reported that the main issue remains the thefts of Suzuki outboard gearbox legs in the Portland area, which has been raised at the previous meeting. To their knowledge, no further thefts have been reported since the last update. AB also reiterated the importance of Operation Kraken and encouraged continued reporting of any suspicious activity. ATu advised that while the number of thefts is lower, the value of stolen equipment is higher than for the whole of last year. AT highlighted concerns around high-value kit being targeted. Marine marking events were noted, with 3–4 events held around Poole, using Selecta DNA / forensic marine marking. These markings are highly visible and act as a deterrent; however, it was emphasised that incidents must be reported, as apparent low reporting does not necessarily reflect reduced activity.	
8. Litter Free Dorset	
ET discussed opportunities for improved signage and environmental messaging around Bridport, working in partnership with the West Bay Office, building on the <i>Love Weymouth Harbour</i> campaign delivered last year. Single-use packaging was identified as a key issue, with limited opportunities for reuse. This was noted to contribute to increased litter, attraction of gulls, and potential impacts on water quality. While new bin housings have been successful in reducing litter, it was felt that better promotion and clearer waste separation could improve effectiveness further. A potential crab kit hire scheme was discussed, although this would require at least one participating local business to act as a delivery partner. EB suggested a bringing in a crabbing code, suggesting this could be displayed on litter bins. Concerns were raised about crab kit hire due to high levels of snagging, resulting in lost equipment and wasted money for users. Any hire scheme would require dedicated disposal bins for crab lines and nets. It was noted that recycling initiatives are resource-heavy and expensive. Hire schemes could potentially offset costs by hiring equipment but not lines. SH while crab kits themselves are inexpensive, processing and logistics particularly during busy periods present challenges. ET expressed an understanding that the products are cheap however there is a plan to make this cost-comparable with initial investment funding to reduce start-up costs. ET asked SH whether there was any interest among traders for reusable items. SH advised that there is currently limited consumer acceptance, with compostable packaging being more popular. ET noted that compostable packaging is still single use and is often incinerated when disposed of in general waste. Discussion followed on identifying “five key problem products”, including coffee cups. Consumer resistance and cost pressures on businesses were noted.	

Suggestions included trialling plastic-free bottles or condiments and working with the Town Council to set agreed targets or deadlines, noting that once changes are established, public acceptance tends to follow.

SM asked whether the Harbour Authority could introduce bylaws or make recommendations linked to kiosk rents.

EC advised this could be explored but with cautioned against duplicating existing legislation (e.g. littering offences). Writing requirements into leases had previously been deemed difficult.

A further suggestion included a voluntary “traffic-light” system for priority products, with public transparency encouraging compliance.

EB concluded that clearer, more concrete guidelines would help encourage behaviour change.

Concerns were raised regarding plastic waste outside the HM Office, particularly material washing into the harbour and accumulating in the rock armour.

BH confirmed that plans are in place to clear this, and that a clean-up had taken place prior to recent storms.

Issues relating to dog fouling and dogs on the beach were discussed.

AT noted a lack of enforcement by dog wardens and suggested that banning dogs on West Beach could be considered.

Counter arguments highlighted the potential impact on tourism and confusion arising from seasonal restrictions.

It was noted that biodegradable crab lines and doggy bags can be purchased.

Feedback from the meeting will be taken away for further consideration.

9. Harbour Masters update

Following the significant easterly storms earlier this year, the harbour experienced an unprecedented ingress of sand, which rapidly reduced available depths and posed a risk to harbour operations. In response, we mobilised a crane equipped with a grab to undertake dredging works. This allowed us to maintain harbour operability while longer-term solutions were being organised. Over a five-week period, from the 2nd of February through to the 13th of March, approximately 10,000 tonnes of sand were removed using this method. This ensured that the commercial fleet could continue their daily operations with minimal disruption. During this same period in February, we also carried out water injection dredging within the inner harbour, specifically in the East Basin, which successfully removed nearly one metre of accumulated silt. In parallel, we began the process of securing the necessary consents for a larger-scale dredging operation. A cutter suction dredger was mobilised to site on the 20th of April. Dredging operations commenced on or around the 26th of April and were successfully

Post-dredge surveys are scheduled to take place this week to confirm depths, however we are confident that we have achieved close to the maximum target depth of -2 metres below Chart Datum across most areas.

With the dredging works now complete, and the dredger along with its pipeline currently being removed from site, the pontoons are expected to be reinstalled by the weekend.

East Basin mooring chains were removed in October, inspected, and overhauled. Any worn sections were replaced, and the system was fully reinstalled during March.

GB asked to clarify external funding. EC Emergency Flood Fund funding was released following a successful bid. The total cost of dredging this year was just under £300,000. Not all costs were covered by the funding, £200,000 was met through the Emergency Flood Fund which encompassed the cost of the crane and extra cutter suction dredging. The WiD dredging was funded from the harbour as planned. The railing section of the new inner harbour steps, including the access gate, has now been installed. A further site meeting is scheduled to take place this week, with the expectation that the full installation of the new steps will be completed in June. External renovation works commenced on the kiosk last week. Upon completion of those works, attention will then move to the Black Hut, which will be a full rebuild rather than a refurbishment. Looking ahead, during May we intend to go out to advert to recruit a team to operate both the kiosk and the Black Hut. Our aim is to have both units open and operational by July, in time for the peak season. NHS cabins currently on the slipway are long-term loan units and will be used as temporary office accommodation. These units may be required to facilitate staff relocation during the works and rebuild of the Harbour Office. Plans are currently progressing and are expected to be submitted for full planning later this year. GB asked where the funding will come from for the office rebuild? JR responded central Council. AT requested an update on progress with storage negotiations with the Golf Club. JR the proposal was turned down as planning permission was refused. The Golf Club is planning to submit a new planning application shortly. The space is intended to be used for storage. SH reported the condition of public toilets and the fact that some are currently not open. Clarification was sought on where responsibility for maintenance and operation sits. JR it sits with Property Services. The toilets located on the Green were installed as part of the scheme associated with the wall works.	
10. User Representatives reports	
<u>Non-Commercial Mooring Holders</u> 1. There have been several harbour users complaining that the harbour is not ready for the season and yet mooring holders are being charged fully Harbour readiness has been an ongoing issue. A dedicated meeting be held to clearly define what constitutes a “<i>harbour ready</i>” position, including any mitigating circumstances, to avoid future misunderstanding. 2. One mooring holder felt rushed into having their boat lifted in when the harbour	

wasn't ready – no pontoons etc

3. Responses from the "harbour" are defensive and claim the harbour is fully open when it clearly isn't
4. Many harbour users question the dredging planning/timing and frequency
5. Several mooring holders think that an April refund would be appropriate
6. One user asked that if the harbour isn't full (mooring on north side), could more space be made available?

JR advised that spreading moorings is not feasible, as adjusting positions would result in loose moorings that may not be recoverable once moved.

7. Could minutes of meetings do not use abbreviations and refer to historical issues without references to more info

BM acknowledged.

8. More cleats on pontoons?

JR advised that additional cleats will be available shortly. A back delivery has recently been received, and the bolts are currently on order, with installation awaiting their arrival.

9. When referencing areas of the harbour in reports could there be an accompanying plan to illustrate?

JR confirmed that a planned approach to newsletters and reports has been prepared and has already been produced.

10. What plan of improvement is in place to improve the overall customer survey score of 3.2 out of 5 or is this considered adequate?
11. Copy of correspondence directly to harbour of mooring holders issues was supposed to be shared with reps but hasn't happened

EC advised that a separate meeting will be required to discuss this matter in detail, to ensure that any approach is appropriate, clearly defined, and correctly applied.

Commercial Passenger Carrying Vessels

SM advised that tripping activity was shut down over the winter period, with little reported during that time. SM has spoken with users, and feedback received was consistent with issues raised previously by GB, particularly relating to the perception that the harbour was not ready. It was noted that traders generally complete all preparations by 1 April, in line with the harbour's seasonal readiness. While there was recognition of the setback caused by recent storms, concerns were raised that licences and approvals still need to be obtained in advance, and clarification was sought on whether there is a defined process to manage this. EC confirmed that all licences and permissions required are already in place and advised that he would be happy to discuss the matter further outside the meeting, including extending discussions if necessary. Members commented positively on the crane operations and dredging works, noting these had been carried out effectively. <u>Harbour Traders</u> KB Concerns were raised following the Easter Bank Holiday period, with traders reporting upset and frustration in relation to theft incidents. Although it was noted that, despite reports being made, little visible action has followed. It was highlighted that there has been a limited police presence, and although the police were contacted, no attendance has occurred to date. ATu will follow this up. ATu reported that there were 7 theft reports in March. In addition, a total of 53 reports relating to more serious crimes were recorded during the same period. Officers are prioritised according to demand and severity of incidents, which impacts response times for reported matters. It was asked whether the Police could use WhatsApp or similar messaging platforms for communication. ATu advised that WhatsApp cannot be used due to concerns around evidence integrity and evidential standards. It was asked whether a Crime Prevention Officer is available. ATu advised that he will contact the Bridport Sergeant to request an update and clarification on crime prevention support and communication options. It was asked if police could be contacted via email? ATu responded, yes via our website.	
11. Q&As	
12. AOB	
A resident and visitor complaint was raised regarding the seating adjoining Margaret's Kiosk, which needs repainting.	

JR to refer this to Property Services.

Concerns were raised regarding ongoing anti-social driving ("boy racer" activity). It was noted that the situation was quieter while police patrols were in place but resumed once patrols ceased.

A resident reported that despite living in the area for 32 years, they have never known the issue to be this severe, stating that activity is occurring every night.

It was acknowledged that police deployment is subject to incident grading and prioritisation, which affects officer attendance. The need for an increased police presence was reiterated.

ATu the use of Operation Snap through Dorset Road Safe was highlighted. The scheme enables members of the public to submit information and video evidence. Initial offences typically result in a warning letter, with repeat offences progressing to prosecution.

EB raised concerns regarding bins, tables and the bike rack, in the Bridport Arms car park, noting that the current bike rack is in a potentially dangerous position, with a risk of bicycles being struck by vehicles turning into the car park. Bins and tables do not fit into the space provided and adjustment.

Meeting concluded 20:00

Lyme Regis Harbour Consultative Group (LRHCG)
Meeting 14 May 2026 Lyme Regis Sailing Club 18:00
Present

Amanda Anderson (AA)	Neighbourhood Policing Team
David Brown (DB)	Non-Commercial Moorings Rep
Ed Carter (EC)	Weymouth Harbour Master – Harbours Manager
Joanna Dant (JD)	Litter Free Dorset
Karen Durham Diggins (KD)	Non-Boating Water Activities Rep
Peter Fosh (PF)	Non-Commercial Mooring Holders Sub
Sally Holman (SH)	Sailing Club Rep – HCG Chair
Rob King (RK)	Boatmen/Charters Rep
Catherine Kinnersley (CK)	Gig Club Rep
Jo Law (JL)	Sea School Trust Rep
Nick Marks (NM)	RNLI Rep
Becky McGowan (BM)	Harbour Admin Officer – Note Taker
Adam Steele (AS)	Project Engineer
Mat Styles (MS)	Commercial Fisherman Rep
Stephen Taylor (ST)	Harbour Assistant
Andy Turtle (AT)	Citizens in Policing Manager
James Radcliffe (JR)	Harbour Master
Lee Roper (LR)	Power Boat Club Rep
John wright (JW)	Town Council

1. Chair's Welcome & introductions				Action
SH – Welcomed everyone to the meeting, round the room introductions were given.				
2. Apologies				
Brian Johnson – Sailing Club Sub Adrian Best – Maritime Policing Team, Marine Tactical Advisor Cllr Rob Hughes – Dorset Council Harbours Advisory Committee Chair Cllr David Holland – Lyme Regis Town Council Will Reed – Harbour Traders Sub Sam Harding – Assistant Harbour Master				
3. Minutes of the previous meeting				
ID	Action	Assigned	Date of completion	
4.	(Dog fouling) Seek advice re Harbour staff enforcements within the HRO	EC AT	No further action until General Directions are consulted on.	
7.	Arrange DNA tagging event along with Harbour Watch	JR	Discussion was had to hold a harbour event and invite parties to come along. Details to be confirmed.	
5/2/2026 11.	Look into a pallet store, whelk collections.	JR	Discussed with fisherman and a meeting arranged for Tuesday.	
11.	Look at mooring eyes	JR	Actioned	
11.	Holes need filling by the crane	SHA	Ongoing	
11.	Look into limited trailer storage	JR	Actioned	

4. Representatives and Substitutes	
Gig Club Sub confirmed to be Katherine Gigg. Commercial fisherman sub to be confirmed.	
5. Phase 5 update – Adam Steele Project Engineer	
SH - On behalf of Lyme Regis and the Friends, formal thanks were extended to the MP, Dorset Council (DC), and all members of the team who have worked collaboratively to secure funding for Phase 5. The significant community support was acknowledged, and it was noted that the group is delighted with the progress made to date. Ian Fitz Presentation: The group expressed thanks for Ian Fitz's presentation, noting its importance. EC – Harbour Revision Order (HRO) Update: HRO is now in force, and that process has completed. Work is taking place on preparing a set of General Directions for the harbour, which will be brought to the HCG for consultation in due course. NM - noted that at a Town Council (TC) open meeting two weeks ago, Nick Ireland Dorset Council leader confirmed that the funding gap had been closed. AS - confirmed that the funding gap has now been secured. While the design has not yet been finalised, there is confidence that it can be delivered within budget, based on the previous proposal. Historic England (HE) / Natural England (NE) / Environment Agency (EA) Update: All parties are collaborating to help shape the project and have been engaged from the outset. Two meetings have taken place so far, with good progress made. A designer is being commissioned, and information is being shared across all stakeholders. Overall, this is viewed as a positive development. No firm timescales are available at this stage. Updates will be provided in due course. LR - asked whether any further tendering is required. AS - advised that they are currently waiting for the framework to be established, after which an appointment can be made. KDD – asked if it was based on Ian's Fitz recommendation. AS – confirmed that it was. JW - asked where (NE) and (HE) stand in relation to the project. AS - confirmed that they are working in partnership and are aligned on the same approach. Five key objectives have been agreed, with all parties signed up to them. SH – asked for an update on the emergency works. AS – confirmed they were originally scheduled for Monday or Tuesday but have been postponed due to weather conditions and are now planned for 15–16 June. The bags have been removed, and preparations are in place for concreting. SH – asked whether the barrier around the scaffolding should remain in place. AS - confirmed that it can stay until the June works take place. The group noted the excellent work in bringing all agencies together	
6. Marine Police update & Harbour Watch	
AB - provided a written update outlining recent incidents involving the theft of Suzuki outboard gearbox legs in the Portland area. These incidents have been referenced at previous meetings, and no further thefts have been reported since. Members were reminded of Operation Kraken and the importance of reporting any suspicious activity. Apologies were noted for AB's absence AT - added that recent thefts across the Wareham Channel have mainly involved outboard engines. Current trends indicate a focus on overall vessel equipment loss.	

Some recovered items are believed to have been used to travel across the Channel. Dates for potential DNA marking initiatives is still being considered. A Security Float event has been confirmed for 3 February (PM) in Poole. SH – NM – expressed that they had not received any notifications to date. Harbour Watch Update: There are currently 8 dedicated sign-ups in Lyme Regis. Approximately 900 members overall, although many are residential rather than harbour based. Information is linked to postcode data. Further sign-ups are encouraged to focus on the harbour area. NM - expressed surprise at the low number of local sign-ups and asked how individuals can check if they are registered. It was confirmed that registered members receive notifications.	
7. Litter Free Dorset	
A project is being planned to help reduce litter around the harbour and improve water quality, with plans to expand the initiative to Lyme Regis and Bridport. Several meetings have taken place to identify key issues that the group would like addressed. Areas of focus include dog fouling, crabbing activities, the toy library, and improvements to the shelters at the end of the Cobb to make them more welcoming. Members are encouraged to share any further issues or suggestions to help shape the project. KD – advised that Town Lyme Green and Litter Free Lyme are continuing to support litter picking and organised beach cleans in the area. Perhaps you could hold discussions with them. RK - Concerns were raised regarding the timing of bin emptying. Bins are often full early in the morning, leading to seagulls foraging through them overnight. It was suggested that end-of-day emptying may be more effective in preventing this issue. JR - The previous West Bay (WB) scheme introduced last year included a wheelie bin service. This is in mind for future consideration and will liaise with the Town Council. The aim is to prevent bins from overflowing. KD - asked whether there is awareness among fishermen regarding plastic usage. RK - responded that a new suppliers deliver products wrapped in plastic. However, a commercial waste bin is available at the end of the Cobb, which should help reduce the issue. KD - suggested engaging with whelk suppliers to encourage a reduction in plastic packaging. JW - advised that waste collections remain a key issue. The team operates a 47-hour week under annualised contracts and undertakes the final collections of the day. Collections begin at 7:00am to ensure the area is kept as tidy as possible before the public arrive from around 8:00am. A particular challenge continues to be pizza boxes and chip packaging. Additional budget has been allocated, and the beach has been reprofiled. Beach cleans are being reinstated three times a week, increasing to daily during the summer period. For any events taking place in the town with waste implications, additional resources are deployed as required. There is willingness to extend services into the harbour area if needed. JR – to follow up with the TC. JL - asked whether the fishing line tubes had previously been successful. SH - confirmed that they had been effective initially; however, they were eventually misused and became filled with general rubbish.	JR

JW - noted that there are many bins in the area, and a meeting is planned with DC officers to explore options for improved bin containers. Concerns were raised that the current bins are in poor condition and negatively impact the appearance of the town. It is hoped that a joint initiative with the DC can be developed to improve this. Views were sought regarding the shelters at the end of the Cobb. Members were invited to provide any opinions or feedback.	TC – DC
8. Harbour's Advisory Committee Chair's updates	
Cllr Rob Hughes will be attending the Full Council meeting in Dorchester this evening. No updates currently.	
9. Harbour Masters update	
<u>Winter Works – Moorings</u> I'd like to begin by recognising the significant amount of mooring chain replacement and realignment work that has taken place over the winter period. This has been a substantial programme of work, involving the inspection, replacement, and repositioning of moorings throughout the harbour to ensure they remain safe and fit for purpose. The team have worked extremely hard, often in challenging conditions, to get this completed ahead of the season, and it's important that their efforts are acknowledged. This work underpins the safe operation of the harbour and provides confidence to mooring holders going into the busy months. <u>Staffing</u> There has been a point raised regarding the need for a dedicated Harbour Master at Lyme Regis (LR) rather than a shared arrangement with WB. I fully recognise the level of activity at LR and the pressures that come with that, particularly during peak periods. However, it is important to note that LR currently operates with more staffing resource than it has historically. While harbour finances are ringfenced, they are also finite. The harbour must cover all operational, maintenance, compliance, and staffing costs from that budget. Introducing a dedicated Harbour Master role would require a reallocation of those resources, which in practical terms would mean reducing capacity elsewhere—potentially impacting harbour assistant roles and daily operational cover. We are, however, actively looking at how we can better support the operational team. This includes proposed changes to administrative roles, with BM moving to WB full time and, subject to approval, the creation of a full-time admin post based at LR. The aim is to reduce administrative burden and allow operational staff to focus on frontline duties. <u>Dredging</u> We have recently undertaken water injection dredging trials, which proved very successful at WB. However, having reviewed the conditions at LR, we are not convinced that this is the most suitable approach here. As a result, we are exploring alternative options. Once our engineer, Ian Fitz (IF), returns from leave, I will be meeting with him to discuss this further. One option under consideration is a targeted operation within the pontoon area using mini excavators and dumpers, recovering sand and placing it back onto the beach where appropriate. This is still under review, and no decisions have been made at this stage. EC - added that it would be beneficial to consider at least two options and potentially trial another contractor. This will be discussed further with IF. Efforts continue to identify a cost-effective approach. Members are in hopes that dredging arrangements will be licenced in time for next season. <u>Visitor Buoys</u> We have taken the decision not to deploy visitor buoys this season. The cost of installation and maintenance is significant, and the return to the harbour is relatively low. In addition, we cannot currently guarantee that the weights and	

chain systems would safely hold vessels under all conditions. This presents a risk and potential liability to the harbour authority.

To install a system to the required standard would involve significantly heavier equipment and specialist plant, which would be financially prohibitive.

Taking all these factors into account, we do not believe it is appropriate to deploy visitor buoys this year.

SH - asked whether a Notice to Mariners (NTM) would be issued.

JR - confirmed that the Reeds entry and website would be updated, but an NTM would not be issued.

JR - confirmed that anchorage will still be permitted.

LR - queried whether a charge could be applied.

EC - confirmed that this is possible.

LR - asked what the previous charge was, and it was noted to be at a reduced rate (approximately half price).

JR - confirmed that charging can now be introduced, subject to agreement via the Harbour Advisory Committee (HAC).

SH - added that, given the reduced depth at the pontoons, anchorage could be beneficial.

LR - raised concerns about potential congestion on the pontoons.

JR - confirmed that they are currently underutilised.

DB - noted that in south-westerly conditions, vessels are more likely to drag anchor.

Advance Warning of Pontoon Closures

In relation to pontoon closures, we will continue to give as much notice as practicable once a decision has been made.

This will be communicated via social media for rapid distribution, and signage will also be placed at pontoon access points and on the harbour notice board to ensure clear visibility for harbour users on site.

LR - asked whether this would also be published on the website.

JR - confirmed that it will not be due to no admin staff availability over the weekends.

EC - advised that options are being explored to move the website into the DC ICT framework, which would be beneficial as we should be able to have a live Social Media feed within the site.

Red Arrows

There has been no formal approach made to the harbour regarding the Red Arrows at this time.

We will make contact to confirm any planned activity, and any relevant information will be shared with harbour users via newsletters and, where appropriate, NTM.

Beach Profiling

Beach profiling has now been completed following a very successful campaign.

Retaining Wall (Slipway to North Wall)

The proposed retaining wall between the slipway and the north wall was raised at the previous meeting. However, no officer time or resources have been allocated to this project.

Progressing this would require full public consultation, alongside detailed modelling and design work. At present, there is no budget allocated, and realistically it remains an aspirational proposal rather than an active project.

I am due to meet with the Lifeboat Area Operations Manager next week to discuss matters in this area more broadly, which may help inform any future considerations.

Swim Line

We expect the swim line to be installed within the next couple of weeks.

Work is already being progressed, and unless there are any unforeseen operational or weather-related issues, it should be in place within that timeframe.

Davis Weather Station

the Davis weather station remains in place; however, the temperature sensor has failed and is currently providing inaccurate readings. We will arrange for the sensor to be replaced so the system can return to providing reliable data. <u>Boat Lifting Costs</u> In relation to boat lifting costs, the current pricing was reviewed last year and deliberately held, with no increase applied. It's important to understand that the income generated from boat lifting does not cover the full cost of providing the service. This includes equipment purchase, maintenance, and replacement. For example, the JCB used for lifting operations was replaced last year at a cost of approximately £90,000. That equates to nearly nine years of boat lifting income, and that does not include ongoing maintenance costs for either the JCB or the lifting equipment itself. To ensure LR retains its own lifting capability and continues to provide a reliable, high-quality service, charges must remain at their current level. This is essential for long-term sustainability. Without maintaining current charges, the harbour would not be able to justify retaining its own lifting equipment in the long term.	JR
10. User representative reports	
<u>Non-Commercial Mooring Holders</u> The season has kicked off with weather extreme's either gusty NE 30 mph or total calm. With launching delays, the sailing season is getting shorter. For next year could Harbour staff be mindful how short the season is especially for Keel Boats. The lift in/out cost is now £400. Dorset is now the most expensive on the Southwest Coast. Can this be addressed for Lyme Regis. David Brown LCGI. Non-Commercial Mooring Holder Rep. Lyme Harbour requires a dedicated Harbour Master and not a shared basis split with West Bay. There is enough activity and boat business to justify a Harbour Master or Assistant on duty every day. Logic says that this cannot be done by split role and assistant especially through the peak months of the year. The workload/ responsibilities placed on a few individuals is unreasonable. DCC response will no doubt be that there is insufficient funding, that is not the case as a quick look at car parking revenue etc. will show that to be the case. A perennial problem is the issue of thin rope holding mooring chains which is almost invisible when dirty and is set at the perfect height for fouling props. Can this be addressed promptly please. Issues with low-grade mooring lines were highlighted, noting the use of quarter-inch blue rope. While the buoys remain afloat, tails of approximately 2–3 metres are left floating in the water. Positive feedback is given regarding staff performance, and that these comments are not intended as criticism of staff. Peter Fosh, Non-commercial Mooring Holder Sub. <u>RNLI</u> The 2026 total for lifeboat call outs is currently 12. This is about average for Lyme Regis at this stage of the year. A breakdown is as follows: Person(s) in the water 5 Shoreline search for possible missing surfers 1 Cut off by the tide 1 Vessel aground 1 Assist kayakers 1 Assist CG with cliff fall casualty 1 Assist CG with person stuck on cliff 1 Investigate report of floating lifejackets 1 It was with great sadness that of the five call outs to persons in the water our crew	

have responded to, two were fatalities – one person who fell from the Cobb high wall, and one person found in the sea near Burton Bradstock. Our sincere condolences are offered to the families and friends of both those casualties. EC – asked if the number of persons in the water is average for Lyme Regis. NM - advised that figures of around five is more for Lyme Regis. These include both swimmers and vulnerable individuals. EC - the situation is like that in Weymouth.

For 2026 RNLI Lifeguards will be in Lyme Regis between 11 July and 6 September. This year the RNLI celebrates 25 years of its Lifeguard service. 2026 also marks the 200th anniversary of the start of the RNLI's connection with Lyme Regis. A number of commemoration events have already taken place, notably a Thanksgiving Service in St Michael's Church in February, and a parade of the lifeboat through the town last Saturday (2 May) followed by a civic reception hosted at the Guildhall by Lyme Regis Town Council.

The Blessing of the Boats service is on Sunday 10 May at 3pm.

Lifeboat Week this year is scheduled for 15 – 23 August, a new management team under Mark Ellis is organising it. Other fundraising activities are now being led by Oliver Mullens. We are very pleased that the Red Arrows will be returning to Lifeboat Week on 16 August at 11:30am and are very grateful to Lyme Regis Town Council for organising this display.

There are two other aviation events planned for Lifeboat Week - a display by a pair of Spitfire fighters at 6pm on Wednesday 19 August, and a flypast (not a display) by an aircraft of the RAF Battle of Britain Memorial Flight on Saturday 22 August (time tbc).

As previously reported the RNLI has taken on the Lyme Splash swimming event scheduled for Sunday 6 September. Entry forms are available via the following link [RNLI Lyme Splash Swim 2026 Tickets, Sun, 6 Sept 2026 at 09:00 | Eventbrite](#)

We are very pleased to hear of the successful allocation by Dorset Council of Community Infrastructure Levy funding towards Phase 5. This is a major step forward. Is it confirmed that with this grant there is no longer a 'funding gap'? We look forward to seeing the plans for the final Phase 5 scheme.

At the last meeting it was reported that consideration was being given to the erection of a retaining wall between the dinghy racks and north wall. As reported at the time, this gives the RNLI some cause for concern about our ability to launch or recover over the beach when tidal conditions dictate that the lifeboat takes this route between slipway and sea (on average 6 times per year). Our concern is around whether there will be a viable alternative route when the slipway is full of cars or boats, or when the beach is heavily populated with beachgoers.

N MARKS

Lifeboat Press Officer

RNLI Lyme Regis

LRSC

Cobb Stabilisation Scheme - Phase 5

We are delighted with the progress made by DC engineers and DCF with LRSC and community support in achieving partnership working with HE, NE, EA.

Nick Marks attended LR Annual Town Meeting at which DC Leader Nick Ireland reported the Phase 5 funding gap is closed.

Many thanks to all involved. We look forward to the emergency works being completed this month, and the main project starting next Summer.

Lift In

A very smooth operation, praise due to Sam and his team, thanks from bilge keel owners, Cruiser Captain Dan Alsop and the club.

Pontoons

I was shown this morning, 5 May, that they are in place and can be used. As intended first week of May. Thanks, from sailors.

Queries

1. Dredging: We know some trialling of water injection methods have taken place.
What are Lyme Harbour's future plans?
The lump and depressions around the harbour mouth have made problems.
What will be the depth at pontoons?
 2. Beach re-profiling. Has this been completed for this year?
What are the future plans to barrier the harbour at the N beach corner to the North Wall?
 3. Visitor buoys. How many are intended to be available?
 4. Advance warning and indication of when Pontoons will be/are closed.
What steps will harbour staff take to warn those at sea and those on shore?
Discussed at the last meeting, please confirm decision and actions.
 5. Red Arrows. Date confirmed 16 August. Harbour closure, times planned?
 6. How will the HRO be likely to affect LRSC Ltd in the near future?
- We expect some of these to be covered in previous agenda reports to this meeting.*

LRSC Ltd events for 2026 as agreed with the Harbour:

Club Regatta 1 and 2 August

Fireball Open Meeting 20/21 June. Visiting boats expected before their Nationals in Torbay.

Other dates:

Club Open Day 27 May 12.30 – 16.30 and offers to try Dinghy Sailing 28 May from 17.00 as part of Sporting Lyme.

Youth Regatta 11 July.

Club seasonal racing Sundays and Wednesday evenings.

Youth training Tuesday evenings and Saturdays

Additional sailing activities on Saturday afternoons.

Sally Holman

Non-Boating Water Activities

The Blue Tits swimming group continues to share information on cold water shock and support beginner swimming groups by supervising and assisting individuals entering the water. Swimmers are making use of tow floats and are respectful of designated boundaries. Interest from individuals outside the area has also been noted, reflecting positively on the group's work.

NM - the RNLI safety group is actively engaging with swimming groups to raise awareness of cold-water shock.

It was also noted that John Hodgins runs a cancer charity cold water swimming course, offering free sessions for individuals who have or have had cancer, highlighting the health benefits of cold-water swimming.

Lyme Splash Water polo Sea Championship 1st/2nd August

Sold out in a week (18 teams limited due to tides) 5 teams on waiting list!

Lyme Splash Swim - The Swim will take place on Sunday 6th September 2026, starting as usual from Lyme Regis Sandy beach. Update at meeting.

To register, and for more information, please visit

RNLI Lyme Splash Swim 2026

rnli.lymesplash2026.eventbrite.co.uk

Contact with Dave Nicoll, RNLI Fundraising & Partnership Lead
via dave_nicoll@rnli.org.uk

Couple of questions:

What date is the swim line going in?

What has happened to the Davis Instruments Weather Station which was recording from the Harbour Master's building. It is now not listed on the App. It was intermittently on and offline during the winter months. Bridport Harbour is still showing though.

Paddle Our Protest 16th May at 11.30 - Sandy Beach, Lyme Regis

A new Channel 4 investigation has revealed that **thousands** of sewage pollution investigations carried out by the Environment Agency over the last five years have resulted in a grand total of **zero** water company prosecutions.



Karen D Diggins

LRSS

Sea School's next activities will be in May Half term week, when we have our Assistant Instructor training days, PB2 courses and our Open Days.

Events

We are quiet again until the end of June, when we are operational, either with training new instructors or teaching people to sail for 8 weeks.

We had one incident in the Easter Holidays, when an individual taking a Safety boat course had an episode at sea resulting in them passing out. The RIB was close to the Harbour Mouth, and they entered the harbour quickly, the person regained consciousness, 999 were called, the Harbour team were notified with the necessary reports being sent to them and the RYA. The individual is still undergoing tests to ascertain what happened, due to repeat episodes since then, but in essence they are hale and hearty.

LRGC

The Gig Club reported strong performance, with the champions achieving third place. Masters and Open Regattas are scheduled to go ahead on Saturday, with a decision regarding Sunday to be made tomorrow.

A Junior event is planned for 27 May. No issues were raised.

Commercial Fisherman

JR advised that progress on buildings has been followed up, with further action planned for next week as the responsible officer is currently on leave.

Concerns were raised regarding dredging at the harbour mouth, noting that current methods have not been effective. JR - referenced the use of a different contractor at West Bay, which demonstrated a significant improvement. It is hoped that an alternative approach can be implemented in advance of next spring. MS - raised a safety concern regarding a power cable running to the sauna, following an incident a few weeks ago where the cable was being interfered with. JR – to investigate. <u>Town Council</u> Proposals in place to work collaboratively and in conjunction with the police to strengthen enforcement. This includes extending roles to create Community Safety Officers, with evening patrols covering key areas such as the seafront, car park, cemetery, and skate park. Under agreement, harbour assets would also be included to increase visibility across the area. EC - confirmed agreement with this approach. It was also noted that CCTV is connected to the control centre in Dorchester. JR was asked to be involved in reviewing current coverage to identify any gaps, with potential to extend coverage along the seafront where required. <u>Boatman/Charters</u> Reference was made to previous minutes regarding the installation of a second crane, potentially near the bait rack, and whether there is any scope to progress this. JR - advised that the original idea was to include this as part of the Phase 5 works alongside resurfacing. However, this did not extend to that specific area. JR - will investigate this further. Concerns were raised regarding ongoing incidents of children jumping off the North Wall during the summer, which presents a significant safety risk. JW - suggested that an increased presence from the Town Council patrol officers could help with enforcement. SH - asked what enforcement powers are currently in place. EC – advised that a General Direction will cover this and create an offence for people to jump from harbour infrastructure. Typically, the fine for a breach of a General Directions can be up to £2,500. SH - asked when this could come into effect. EC - confirmed that enforcement can begin once the General Directions are formally introduced. JK - noted that, given it is widely known that jumping from the North Wall is likely to continue, consideration could be given to installing depth boards to help improve safety for those entering the water.	JR JR JR
11. Q&As	
LR – asked if personal watercraft (PWCs) are considered in the General directions. EC - confirmed that it is and further discussions will take place going forward. NM - asked if public now have access to the Cobb high wall. JR - scaffolding is currently in place; however, access on the opposite side of the scaffolding is expected to be reopened from tomorrow.	
10. Any other business	
PF - a memorial plaque has been placed at the office and the Gin Shop in remembrance of Barry Cloud. Anyone wishing to view it is welcome. JR - advised that, following an incident where a vehicle was struck and damaged, DC insurers require that the gate be kept locked by Sailing club and Seas school trust. SH - requested that this requirement be confirmed in writing.	JR

Meeting concluded 19:45	
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Present

Tim Day	TD	Chair and Clubs of Weymouth Representative
Ed Carter	EC	Weymouth Harbour Master
Jamie Pullin	JP	Charter Boats Representative and Vice Chair
Andy Alcock	AA	Commercial Fishermen Representative
Ben Heath	BH	Weymouth Beach / Leisure Users Representative
Mary Harris	MH	Weymouth Harbour Watch and Harbour Traders Representative
Tim Anderton	TA	RNLI Representative Substitute
Amanada Anderson	AA	Dorset Police Resilient Communities Coordinator
Andy Turtle	AT	Dorset Police Citizen Policing Manager
Sarah Johnston	SJ	Minute Taker

1. INTRODUCTIONS, APOLOGIES AND SUBSTITUTE MEMBERS

TD opened the meeting and members of the group introduced themselves.

Apologies for absence were received from Cllr Rob Hughes, Cllr Kate Wheller, Adrian Best, Alan Hale, Paul Swain, Will Holmes and Simon Kershaw with substitutes Ben and Tim representing them.

2. DECLARATIONS OF INTEREST

There were no declarations of interest.

3. MINUTES AND MATTERS ARISING

TD asked if anyone had any points from the previous minutes. No objections raised; minutes deemed accepted.

4. HARBOUR MASTER UPDATE

1.0 Harbour Use

EC delivered an update on Weymouth harbour.

The start to the season in April was quiet mainly due to weather and an early Easter. Marina Occupancy peaked last year at 92.5%, and then steep reduction in occupancy during October. We're seeing a real shift or an increase in the popularity of six-month summer berths, with annual customers changing to six months and then returning each year on that berthing term. Thus, reducing their winter berthing costs. With economic factors (fuel costs, cost of living) impacting boating activity the Moorings team have been proactively contacting customers and managing waiting lists, though some customers are delaying decisions or selling vessels.

Harbour Activity over April had visitor numbers slightly down vs last year but have started to pick up in May with visitor berth use being steady with regular visits from training vessels, Sea Cadets, Border Force. Yacht rallies remain popular with the

early May Bank Holiday having 50+ rally visitors. Commercial fishing activity is stable and overall, no unusual patterns – consistent with wider marina trends.

Staffing Updates: With the Assistant Harbour Master role being filled by Liam Rowland (internal promotion) and with Richard Drabwell and Simon Powell leaving, new permanent berthing officers were recruited. Freya Lewis, Holly Nash and James Ashington were excellent internal candidates from our seasonal staff. New seasonal staff were then recruited with Bill McCarthy (Navy/commercial background) and Graham Cooper (leisure boating) joining us. Moorings Administrator Bev Spears has increased her hours, and Carrie Swan has been recruited to cover Bev on Mon–Tue + weekends for the season. The overall team is now fully staffed with strong experience.

2.0 Incidents

Incidents Since Last Meeting - 56 incidents reported (higher than expected but mostly minor). Common issues include anti-social behaviour (intoxication, unauthorised access), pier jumping, minor vandalism. Other incidents include a person fell into harbour (quick recovery), medical events linked to intoxication and swimming across harbour entrance. Vessel-related incidents of minor collisions, breakdowns, tow assists with no serious injuries or major damage. Bridge operations had one failure which caused a 25 min delay. There has been some general misuse by pedestrians/cyclists noted when bridge lifts have been happening.

AA – Raised the issue of the notice board and lights on Boot Hill that warn traffic of a bridge lift were light not working. **EC** to investigate.

During the summer, I will be joining the 100 days of summer meetings again. And there will be a weekly meeting on a Wednesday morning where we talk between the police and the CSAS officers and youth and social. Information from these will be reported back as well.

Pollution & Enforcement has been some minor pollution incidents, including some small diesel slicks (under investigation) and suspected discharge from storm drain (likely camper van waste) which the Environment Agency were contacted about. Due to our new CCTV, we have successfully identified offenders who have placed waste oil dumped and fly-tipping (construction waste) in bins. The offenders are being contacted and action taken regarding this. There have been no major pollution events requiring escalation.

And there are currently two investigations going on with excessive wash.

3.0 Operations

Fire within the marina areas has long been identified as one of the highest risks, both to person and property, that we manage. This has been highlighted by the recent fire at Portland marina, which is believed to have originated from electrical equipment on board a vessel. Earlier in the year, work had already begun in liaising with Dorset & Wiltshire Fire & Rescue to produce and MoU for the three DC harbours, to aid in firefighting. As part of this work, a multi-agency emergency exercise with Dorset Fire

& Rescue is being planned for September with focus on an improved response, access, and preparedness.

4.0 Other Harbour Updates

The large motor yacht that was due in has now advised that it has been sold by the owner and will not require a berth in the summer.

AA – Asked if any notification had been provided regarding dredging works in the Nature Reserve of Radipole lake and would this effect the silt being washed into the harbour. Would this effect the water that is used for the Weyfish tanks? **EC** to investigate with Matt Piles.

5.0 Harbour Works

Include the completed Westway Gatehouse refurbishment, the Trinity Road pontoon water supply added and piling removal at Custom House Quay. Ongoing works and planned include CCTV upgrades across marina and slipway, the Harbour wall monitoring (minor subsidence near Stone Pier Café), the Cargo stage resurfacing (target: mid-June), the Stone Pier railing replacement (in progress) and the Sand Jetty structural survey (June).

AA – Asked about the old Victorian cast iron the railings on the North Quay pavement being replaced with galvanised poles and green bollards. **EC** will follow up with Highways on this.

AA - Raised the 5 ladders along the wall at North Quay and the usefulness of them being there with railings in place. **EC** confirmed that the ladders are there for anyone who has fallen into the deep-water section of the harbour and every 30 metres is the standard. The railings should be navigable if a person was able to climb up the ladder.

The Fuel Pontoon is now operational after major delays/issues due to significant contractor problems resolved (system redesign). It is planned to also include a waste pump-out facility on the pontoon as well, but the challenge is that it cannot connect directly to sewer and requires holding tank, which would incur high disposal costs (~£600 per empty). Our aim is to keep this service free, if possible, but may potentially be subsidised by fuel sales – TBC.

6.0 Upcoming Events

- Fayre in the Square – 23 & 24 May
- Wessex Folk Festival – 30 & 31 May
- Dorset Artisan Market – 19 June, 17 July, 14 August.
- Seafood Festival – 4–5 July
- Lifeboat Week – 6 to 13 of August
- RYA IQ Foil World Championships – 4–12 September; discussions on demonstrations on final day alongside the wall and Alpha pontoon used.
- Waverley visits – 3–4, 9, and 13 September.
- Ironman – 20 September
- Beach Motorcross – 10 & 11 October

6. CONSULTATIVE GROUP UPDATE

TA - RNLI

- 28 launches from 36 callouts
- Many incidents involve people in the water
- The long-delayed boathouse refurbishment is now underway with the Lifeboat Station relocated to the Old Dive Shop for 6 months.

AA - Commercial Fishermen

- Fuel costs significantly impacting Charter operators and Recreational use
- Commercial sector has had the loss of a long-standing operator, but new entrant added
- Request regarding the pontoon between Weyfish and Charlie pontoon – **EC** confirmed that a funding bid is underway to provide it and looking at utilizing the leisure pontoons once refurbishment is underway.

AA/AT - Dorset Police

- Update from AB - thefts of Suzuki outboard gear box legs around the Portland area. There hadn't been any other thefts reported since that. And to reiterate Operation Kraken and report any suspicious incidents because they all help.
- There have been some issues at the end of Wareham Channel, similar to similar sort of incidents, and it's just before any of the boat jumble start to appear at that end of the county.
- There is an upcoming Conference / Engagement Event of proposed security-focused marine conference similar to "security/float" theme (title TBC), on 3rd February at the Harbour Commissioners Office, Poole (North Terminal). Where speakers/partners include Receiver of Wreck and Historic England. The purpose of the event is to educate private boat owners on risks and security. There is potential to replicate event locally but requires a suitable venue.

MH - Harbour Traders Association

- Harbour Traders confirm that it's very quiet still with some passing trade from the Cruise ships
- Ongoing issues remain regarding the flooding under Town Bridge; **EC** confirmed that Highways consider this issue closed and will raise it again as the flooding continues and the drain does not clear.
- Parking issues around the harbourside during evenings and weekends, people using the loading bays and parking on double yellow lines around Brewers Quay. This blocks the RNLI volunteers from access and parking when on a shout. Also, a concern is the parking by Blue Badge holders around Weymouth. **EC** confirmed he will raise with Cllr Hughes and Cllr Andrews, the Portfolio holder at Dorset Council.
- High visiting vessel charges are considered one of the reasons for lack of customers and was questioned in line with other South Coast harbours/marinas. **EC** confirmed that visitor rates had not increased from last year but needed to cover the cost of maintaining and improving the harbour facilities.

JP - Charter Boats

- Nothing to report apart from fuel costs severely impacting trips.

TD - Clubs of Weymouth

- The season has started and there is an open day at the Weymouth Sailing Club this Saturday 16 May.

BH - Weymouth Beach / Resort Leisure Users

- Rafts will not be installed this summer though a Working group to review future options.
- An inclusive access project is underway to develop accessible beach/blue space initiative.

MH/AA Weymouth Harbour Watch / Dorset Police

- Weymouth currently has 81 Harbour Watch members; aim to increase participation through “Days of Action” across Dorset to promote:
 - Harbour Watch
 - Heritage Watch (now established)
 - Hotel Watch
- Total Watch membership across Dorset: 906, but 400 members are not coastal based (registered with home postcodes inland). This limits effectiveness of targeted alerts (Dorset Alert system). We need to encourage members to register with their boat/location postcode (e.g. Harbour Office postcode DT4 8BG) to receive relevant alerts.
- Security Marking Event was held in April but with low attendance due to the weather. Another will be held later on in the year. Commercial marking is still to be arranged. **AA/JP/SJ**.

7. AGENDA ITEMS FROM MEMBERS

- **TD** – Requested an update on the fuel pontoon. **EC** provided this in his update.
- **AH** – Items raised by NQ & WW Rd pontoon berth-holders:
 - The water pressure on the pontoons, especially on NQ, is often very low or non-existent. Berth holders frequently have problems filling water tanks or washing down boats. Can this be addressed please? **EC** advised that this has been investigated in relation to the pump capacity and system setup. The external contractor failed to resolve issue over several months and now has been told to resolve it quickly or replace it.
 - Berth holders are frequently phoning the HM's office to ask for the breaker for the NQ pontoons to be reset. Can anything be done to reduce the frequency of the breaker tripping out? A faulty 12v relay has recently been bypassed, and since then, no reports of the breaker tripping have been received, and an independent contractor is assessing the systems further to make the fix permanent.. Budget has already allocated for full upgrade if required.
 - A blade mop, or similar, has been requested for the NQ female showers. Can this be supplied asap please to avoid a possible injury caused by the slippery floor? Yes, it can, **EC** to ensure it is ordered and placed in situ.

7. ANY OTHER BUSINESS

- **EC** – Advised that Callum Seggie has come to the end of his tenure and EC is in communication with him about a replacement. Rob Gray has also tended his resignation and Dan Bell as the Substitute is happy to take over.
- **AH** has advised that Colin Thomas, his deputy, has stood down and would like to express his thanks for his input and support on behalf of berth holders
- **TD** – Regarding Reversing into one-way system and it potentially blocking access routes, especially near Pilgrim House corner. Could it be considered that communication is reinforced to prevent obstruction of access/berths during the Fayre in the Square event. **EC** to pass this request to Highways.

8. DATES FOR FUTURE MEETINGS

Harbour Consultative Group

- 19 August 2026
- 11 November 2026
- 10 February 2027

Harbours Advisory Committee

- 10 June 2026
- 16 September 2026
- 02 December 2026
- 03 March 2027

Bridport (West Bay) & Lyme Regis Harbours Report

Harbours Advisory Committee
29 June 2026



James Radcliffe

Bridport (West Bay) and Lyme Regis Harbour Master

Harbour Statistics Report

1. Bridport

The current statistics tables indicate that Bridport's performance remains broadly comparable over the two-year comparison period in terms of season tickets and visiting boat nights. An increase in single launches is evident, reflecting higher levels of day-use activity. Shop income remains consistent across the two years, while diving air fills are slightly lower, aligning with recent weather conditions affecting diving activity

2. Lyme Regis

The statistics for Lyme Regis show that increased season ticket sales over the two-year comparison period have been offset by a reduction in day launches, resulting in a broadly balanced overall activity level. Visiting boat nights continue to perform strongly, demonstrating good demand from the visiting fleet, and shop performance also remains strong, contributing positively to overall income.

3. Seasonal Conditions

The start of the season has been relatively slow, largely due to unfavourable weather conditions. Low temperatures, frequent high winds, and persistent cloud cover have limited harbour activity. It was not until mid-May that a more noticeable increase in boat launches and visiting vessels was seen, as conditions began to improve.

4. Relinquishments

At Bridport, 15 moorings have been relinquished, with 8 new offers accepted.

At Lyme Regis, 26 moorings have been relinquished, including 5 removed due to non-use and therefore not meeting harbour criteria. A total of 19 new mooring offers have been accepted.

5. Mooring Occupancy

Bridport: Mooring occupancy is 77.4% for private moorings and 61.5% for commercial moorings.

Lyme Regis: Mooring occupancy is 79% for private moorings and 68.5% for commercial moorings.

Bridport Harbour Statistics

	2022/23	2023/24	2024/25	2025/26	Against Previous Year Profile
Season Tickets	82	85	66	69	4.5%
Single Launches	489	404	318	371	16.6%
Visiting Boats Nights	157	163	160	150	-6.2%
Boat Lifts	£11,098	£7,785	£9,285	£11,145	20%
Quay Side Parking	£8,478	£10,024	£13,795	£11,395	-17.4%
Shop	£26,278	£17,740	£17,764	£20,007	12.6%
Diving Air Fills	£28,239	£23,134	£27,462	£24,382	-11.2%
Waiting List – Leisure	17	9	10	5	-50%
Commercial	6	7	6	6	0%
Leisure Moorings (out of 137)	124	110	95	94	-1.0%
Commercial Moorings (out of 26)	23	21	12	12	0%

Lyme Regis Harbour Statistics

	2022/23	2023/24	2024/25	2025/26	Against Previous Year Profile
Season Tickets	61	78	51	78	53%
Single Launches	211	159	181	160	-11.6%
Visiting Boats Nights	375	313	168	199	18.45%
Boat Lifts	£14,722	£11,341	£12,375	£12,262	-0.90%
Quay Side Parking	£15,535	£21,541	£61,560	£63,000	2.4%
Shop (New July 2021)	£6,626	£11,772	£10,825	£11,148	3%
Waiting List – Leisure	32	14	13	10	-23%
Commercial	11	09	11	12	9%
Leisure Moorings (out of 209)	195	158	140	156	11.4%
Commercial Moorings (out of 35)	35	30	30	22	-27%

Staff Training and Competency

Staff Update

We are pleased to welcome two new members to the Bridport Harbour team:

- Andy Poole
- Mark Taylor

Andy and Mark bring a great deal of experience and enthusiasm to the harbour, and we're delighted to have them on board as we head into a busy spring and summer season.

Harbour Administration Staffing

Following a request to reduce administrative hours by one day per week, we are actively reviewing our current arrangements. Subject to approval, we are proposing to relocate Becky to work primarily from the Bridport office and to recruit a full-time administrator based in Lyme Regis. This approach is

intended to improve administrative resilience across both sites while enabling operational staff to spend more time out of the office focusing on harbour activities.

Staff Training and Courses

- MCA Beach Master's Course (date to be confirmed)
- New staff have qualified and are now able to fill dive cylinders
- JCB Telehandler renewals (to be arranged)

Harbour Consultative Group (HCG)

Both HCG groups meeting were held at each harbour during the second week of May. Both meetings were well attended and covered a broad range of topics, which have been reported on by the respective group Chairs.

PMSC Audit

An audit of Bridport Harbour against the requirements of the PMSC was held on the 24th of March. The recently re-formatted Marine Safety Management System was audited against the April 2025 revision of the PMSC, and the harbour was found to be compliant with all relevant aspects of the code.

The following points of best practice are noted:

- Provision and maintenance of Aids to Navigation is recognised as an area of best practice with a 100% availability statistic across all categories of Aid.
- The Council has a consistent and measurable approach to marine safety.
- Quayside safety and provision found to be in excellent order.
- New updated Marine Safety Management System (MSMS) was audited in its draft form, this new MSMS aligns with the requirements of the new Code and is an improvement in clarity and operational functionality over its predecessor.

The PMSC audit identified 2 observations relating to improvement opportunities for management consideration, the detailed findings being presented in Appendix A. The following points identify the more significant items:

- There has been an issue with considerable sand depositing in the Harbour following a series of winter storms. It is advised that a form of mitigation control is considered to reduce or prevent this becoming an issue moving forward.
- The CHA function has been reviewed as not required, progress to removal of the pilotage service is needed.

James Hannon (Designated Person) said: *"The harbours team are demonstrating an excellent attitude towards marine safety across Dorset ports, with continuing improvements being implemented and maintained to a very high standard."*

A full report on the audit by James Hannon will be presented to members at the September meeting.

Harbour Works

Fisheries and Seafood Scheme (FaSS) Funding

Quay side davits and cranes

Bridport's project is currently ongoing and is expected to be completed shortly, after which a funding claim will be submitted. Lyme Regis' project has now been completed, with the new crane installed and operational, and the associated funding has been successfully received.

- *Bridport* – Total project cost: £78,421
75% grant value: £58,815.75
- *Lyme Regis* – Total project cost: £9,850
75% grant value: £7,387.50

Bridport Harbour

Food Kiosk

Refurbishment of the food kiosk has commenced, including the installation of new external cladding, which will significantly improve its appearance.

Black Hut Coffee & Ice Cream

The replacement "Black Hut" for the East Pier is currently being constructed off site. The existing hut is scheduled for dismantling in June, with the new structure to be installed shortly thereafter.

Staffing

Catering staff roles are currently undergoing job evaluation and will be advertised shortly, with the aim of both the food kiosk and Black Hut being operational by July

Harbour Buildings and NHS Porta Cabins Update

We currently have a number of porta cabins located on the slipway area, which are on a long-term loan from the NHS.

These units will provide temporary office accommodation, enabling us to maintain operations during periods when relocation is required, particularly in relation to the upcoming harbour wall works. They will also serve to house office equipment and ensure business continuity should access to existing facilities be restricted.

Looking ahead, as wider harbour administration plans are progressed, the porta cabins will continue to be utilised as office space to support operational needs.

In the longer term, there are larger plans in development for the site, including a full rebuild of the Harbour Master's office and public toilets. The proposed scheme will deliver a new, larger office facility, together with a shop, public conveniences, dive air filling room, retail unit, and meeting room. Subject to securing the necessary planning approval and funding, the porta cabins will act as our primary accommodation during the construction phase of these works.

These plans are currently progressing and are expected to be submitted for full planning later this year.

Dredging Update

Following the significant easterly storms earlier this year, the harbour experienced an unprecedented ingress of sand, which rapidly reduced available depths and posed a risk to harbour operations.

In response, we mobilised a crane equipped with a grab to undertake dredging works. This enabled us to maintain harbour operability while longer-term solutions were being progressed. Over a five-week period, from 2 February through to 13 March, approximately 10,000 tonnes of sand were removed using this method, ensuring the commercial fleet could continue daily operations with minimal disruption.

During this period, water injection dredging trials were also undertaken within the inner harbour, specifically in the East Basin. These trials proved highly successful, removing close to one metre of accumulated silt and significantly improving navigational conditions in that area.

At Lyme Regis, however, similar trials did not achieve the same level of success due to differing local conditions. As a result, alternative dredging options are currently being considered in consultation with engineers.

In parallel, we progressed the necessary consents for a larger-scale dredging operation. Members will appreciate this is a complex process involving multiple stakeholders and regulatory bodies, including the Marine Management Organisation, Environment Agency, and Natural England. Consideration was also given to the financial implications and overall viability of proceeding with the full dredging programme.

Once consents and resources were secured, a cutter suction dredger was mobilised to site on 20 April. Dredging operations commenced on or around 26 April and were successfully completed by 8 May.

Overall, the approach taken ensured that the harbour remained operational throughout and that adequate depths have been restored for ongoing use.

Lyme Regis Harbour

Cobb Buildings Refurbishment

Works are scheduled for June to maintain and refurbish the Cobb buildings, including the fishermen's stores. Asset and Property-led works will include redecoration of the buildings, along with the completion of any necessary repairs to ensure they remain in a safe and serviceable condition

Timber Piles – Victoria Pier

Recent harbour inspections have identified that the timber piles along Victoria Pier have deteriorated more rapidly than anticipated and are now in need of replacement. The current arrangement includes access ladders fixed directly to these piles, and further deterioration may require their removal. A replacement programme is therefore being developed, making use of available materials sourced from Bournemouth Council.

Images below illustrate the extent of the deterioration to the piles, along with the condition of some of the ladder fixings.



Aids to Navigation

Inspection of Local Aids to Navigation, Merchant Shipping Act, 1995, Section 198(1)

Since the last committee meeting, no inspections of aids to navigation have been carried out by Trinity House; however, local inspections confirm that all aids remain in good and efficient order

Maritime and Local Events

A full list of a events can be seen below with more event information on our harbour websites.

Bridport

- UKWR Waterski Race 16 & 17 May 2026
- West Bay Days Pirates Weekend 23 & 24 May 2026
- WBSAC 18 & 19 July 2026 Open Boat Weekend
- WB River Annual Raft Race 23 July 2026
- OCRDA Race 25 July 2026
- West Bay Days West Bay Weekend 1 & 2 August 2026
- Gig Club Regatta 8 August 2026
- Earth my Earth art project 13 September 2026
- West Bay Days Bonfire by the Beach 31 October 2026

Lyme Regis

- Bridgewater Harleys Group 2 May 2026
- RNLI Blessing of the boats 10 May 2026
- LRGC Masters regatta 16 & 17 May 2026
- Lyme Regis Sailing Club (LRSC) Fireballs Open 21 June 2026
- LRSC Youth Regatta 11 July 2026
- Somers Day Parade 2 July 2026
- LRSC Regatta 1 & 2 August 2026
- Lyme Splash Water Polo 1 & 2 August 2026
- Lifeboat week 15 – 23 August 2026
- Lyme Splash 6 September 2026

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Weymouth Harbour Report

Harbours Advisory Committee
29th June 2026



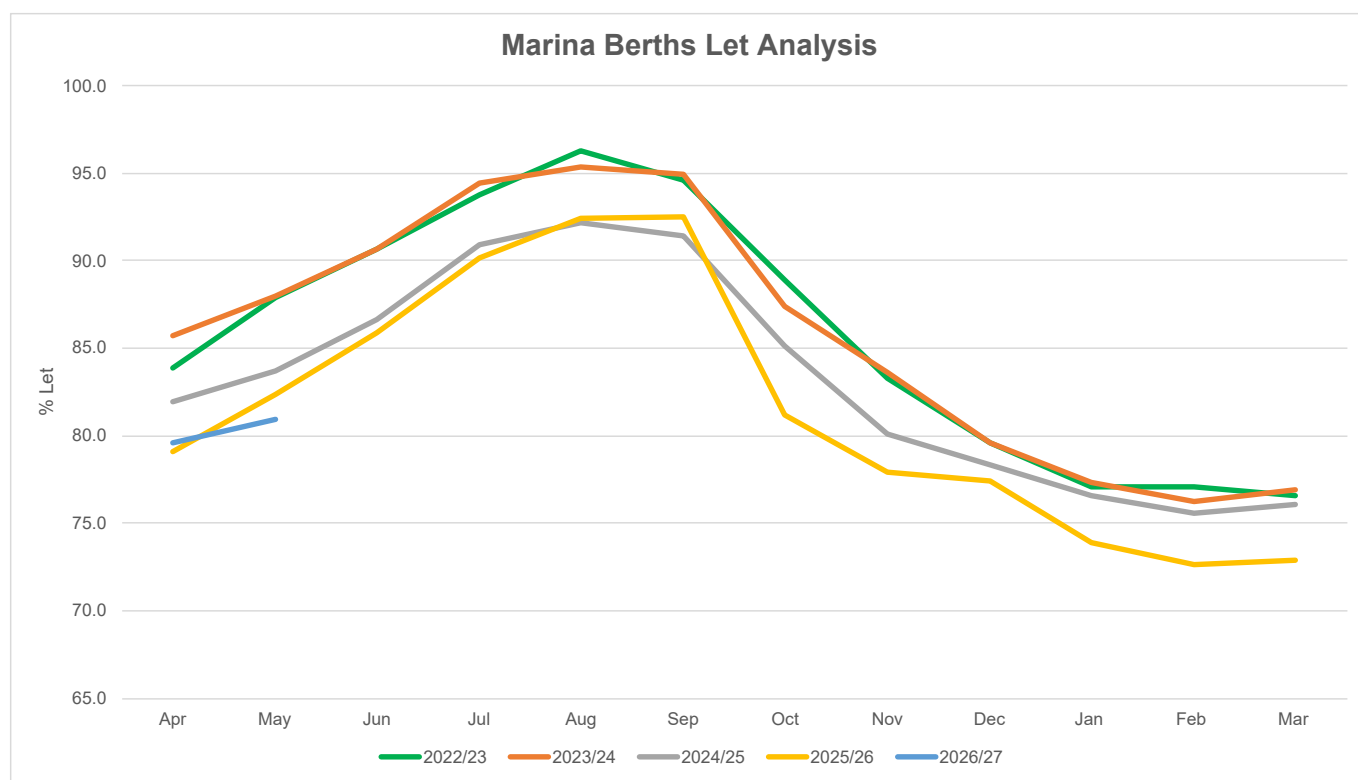
Ed Carter
Dorset Harbours Manager & Weymouth Harbour Master

Weymouth Harbour Let Analysis

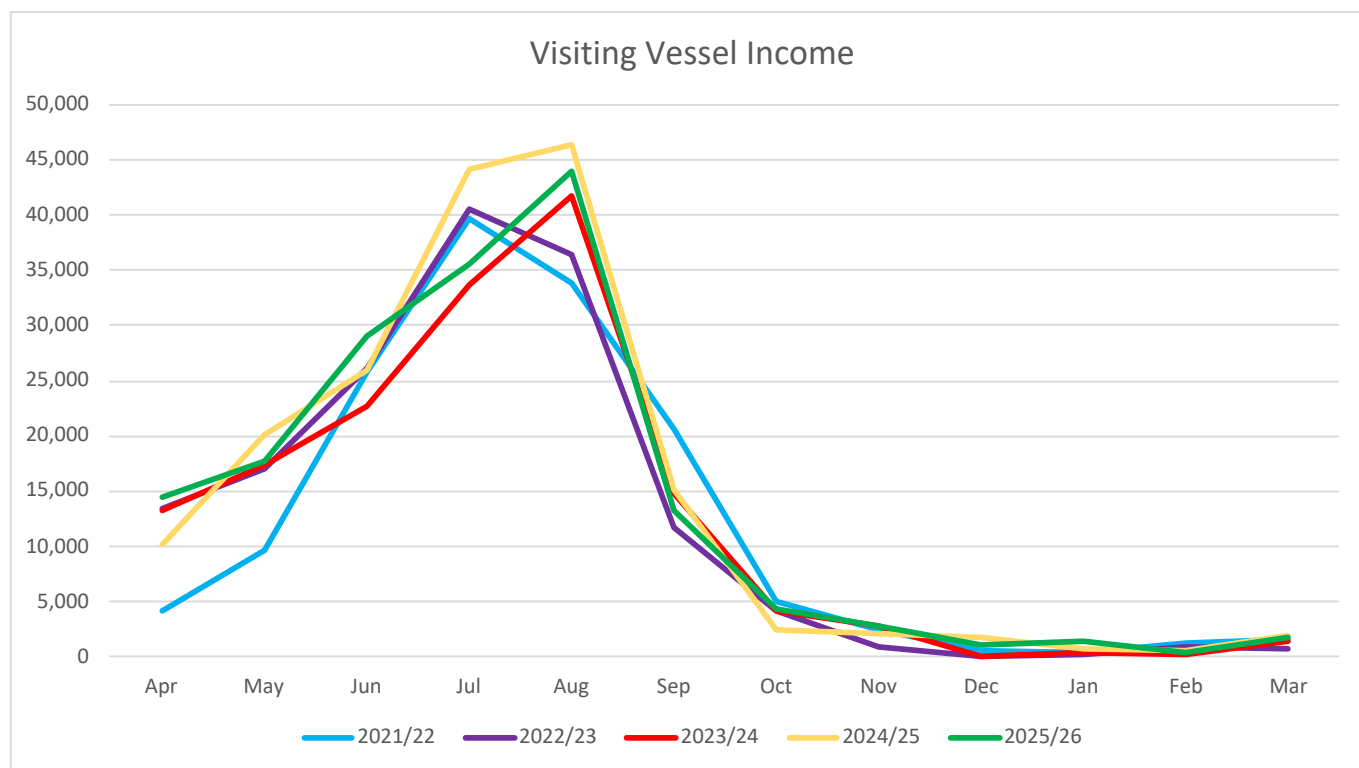
Marina Berths

Marina occupancy reached a seasonal high of 92.5% in September, marginally outperforming the same point in the 2024 season. As anticipated, occupancy reduced during October, with the year ending at a lower level than in recent years. This movement largely reflects a continuing shift in customer behaviour, with an increasing number of berth holders opting for six-month summer agreements and relocating their vessels during the winter period. This pattern is being seen more widely across the recreational boating sector and mirrors the broader economic pressures currently influencing discretionary leisure spending.

Since the start of the year, officers have continued a proactive approach to optimising occupancy across both leisure and commercial berths. Customers on the waiting list have been contacted and berthing opportunities offered where available. While some have indicated that their vessels are currently on the market or that they are deferring decisions in light of the current economic climate, engagement remains ongoing. There is currently some availability within the leisure marina for vessels up to 10 metres, and commercial berths continue to be actively marketed to suitable customers on the waiting list. These trends are reflective of the wider market environment rather than any reduction in demand specific to Weymouth Harbour and continue to be monitored closely.



Harbour Statistics



END OF YEAR 2025/26	2022/23	2023/24	2024/25	2025/26	Against Previous Year Profile
Visiting Leisure Craft Revenue (<i>Berthing Fees</i>)	£160,715	£162,974	£183,516	£177,126	-3.5%
Slipway & PWC Permit Revenue	£25,351	£21,382	£17,555	£19,159	9.1%
Number of Bridge Lifts	1,350	1,354	1,404	1,366	-2.7%
Number of Vessels Transiting Bridge	6,182	5,952	5,522	5,539	0.3%
Number of Non- resident Fishing Vessel Visits	48	78	174	206	18.4%

Harbour Operations & Port Marine Safety – Quarterly Update

1.0 Harbour Use

1.1 An early Easter, combined with frequent cold and windy weather conditions, has resulted in a slow start to the season. However, activity is building as we head into summer, and our visitor berths are seeing steady traffic. Sail training vessels are making regular visits, with Sea Cadets, Challenger Yachts, and Rona Trust vessels frequenting the harbour.

While April was quiet from a yacht rally perspective, in early May we had several large rallies visiting, the biggest group being around 25, and the first May Bank Holiday weekend saw over 50 visitors from organised rallies.

Overall, activity over the start of the season has been steady, although visitor numbers in April were slightly lower than last year, likely influenced by the timing of Easter. Short-stay visits remain consistent, and marina berth occupancy is broadly in line with last year, with the identified shift toward short-term lets. Commercial berth occupancy remains strong, despite some operational changes among users, and fishing vessel activity is widely unchanged. The slipway experienced a quieter month, while demand for PWC permits continues to show modest growth. Overall, performance remains stable across most areas.

1.2 Recruitment

Further to a Berthing Officer position being freed up by the promotion of our new AHM, since the last report to this committee two other long-standing members of staff have also left the Berthing Office team. Both Richard Drabwell and Simon Powell have given many years of dedicated service to Weymouth Harbour. We thank them for their commitment and hard work and wish them well in their future endeavours.

Recruitment for the three vacant positions of Berthing Officer has now concluded, with three excellent internal applicants from our seasonal pool, Freya Lewis, Hollie Nash, and James Ashington. taking up permanent positions.

In turn, to replace the vacated seasonal posts, we also welcome Bill McCarthy and Graham Cooper to the team. From a strong pool of candidates, Bill joins us from a background in the Navy and commercial marine operations, with Graham bringing extensive leisure boating experience.

Carrie Swan also joins us to take up the role of Seasonal Moorings Officer. Carrie joins the Berthing Office from a background in teaching and law, with hand-on experience of sea-going roles including commercial ferries and recreational sailing.

1.3 Weymouth Harbour Highlighted Among UK's Leading Marinas

Weymouth Harbour has received national recognition in the *Navily* 2026 UK Marina Rankings, which is based on more than 300,000 reviews from a global community of over one million boaters.

Navily is a widely used international cruising guide and mobile app, often described as the "TripAdvisor for boaters", where users share reviews, ratings, and practical information on marinas and anchorages worldwide. Weymouth Harbour is highlighted among the UK's leading marina

destinations, with users praising its attractive setting, high-quality facilities, and excellent access to the town centre, beach, and local amenities.

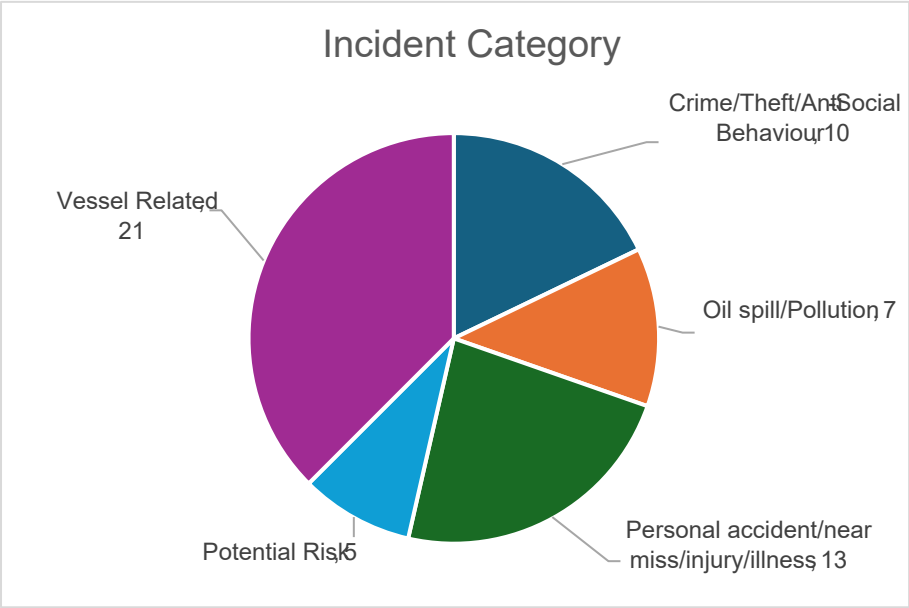
This recognition reflects Weymouth Harbour’s reputation as a welcoming, well-managed destination for both visiting and resident vessels. It also demonstrates the positive impact of continued investment in harbour infrastructure and services.

Importantly, this aligns closely with Dorset Council’s wider priorities, supporting a thriving local economy, enhancing the visitor experience, and ensuring the harbour environment is well maintained for future generations. The recognition provides further external validation that Weymouth Harbour is delivering against these objectives, helping to position it as a key coastal asset for the area.

2.0 Incidents

2.1 While overall harbour activity has remained relatively steady, the number of recorded incidents has increased during this period. This is likely attributable in part to improved reporting processes, which are now capturing a broader range of lower-level and routine incidents that may not previously have been formally recorded. In addition, the data reflects the harbour’s role as a busy public space, with a number of incidents linked to public behaviour, seasonal activity, and general waterfront use.

At the time of writing this report, the Harbour team have recorded 56 incidents since the last meeting:



Within each category, incidents have comprised of:

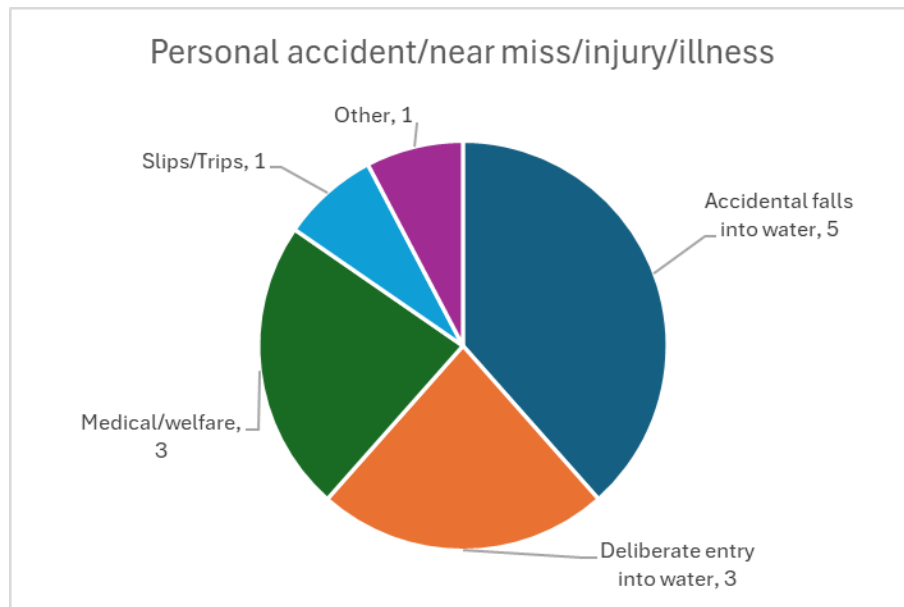
Crime/Theft/Antisocial Behaviour:

- Instances of pier jumping, including groups of youths repeatedly entering the water from the Pleasure Pier and Town Bridge.
- Reports of people entering restricted commercial areas, including intoxicated individuals and unauthorised access to fenced zones.

- Vandalism incidents, including damage to harbour signage, fencing, and radar/aerial equipment on vessels.

Personal Accident/Near-miss/Injury:

- A number of incidents involved members of the public entering the harbour, either accidentally through slips and falls from quaysides and pontoons, or deliberately through jumping and swimming. Harbour staff responded promptly, providing assistance and first aid where required.
- Medical and welfare incidents accounted for a proportion of reports, including collapsed or vulnerable individuals, in some cases linked to suspected intoxication, with police or ambulance services attending as necessary.
- Incidents were typically low severity and behaviour-related, with Harbour staff providing first response, and coordinating with emergency services where appropriate.
- Overall, analysis indicates that most incidents are behaviour-related rather than infrastructure-driven, with no significant injuries recorded.



Potential Risk:

- Reports of people swimming across the harbour entrance, posing a significant navigational and safety risk.
- Unmarked fishing gear and floating debris reported in the harbour and bay.
- A mechanical issue with Town Bridge barriers and control systems, resulting in a delayed lift.

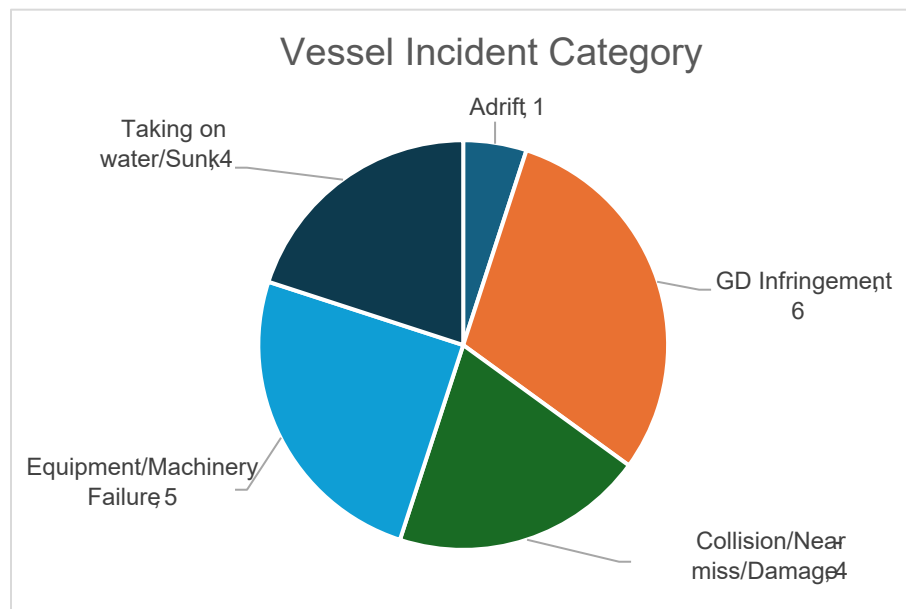
Pollution Incidents:

- A report of what appeared to be sewage issuing from a storm drain between Westwey and North Quay marinas. When staff investigated nothing was in evidence, the report was passed to the Environment Agency.
- 2 instances of light oil/fuel sheens detected within the inner and outer harbour. Both slicks were very small and dissipated quickly.

- 2 instances of ‘splash spills’ during fuelling. Both spills were easily cleared with sorbent material.
- 2 instances of waste engine oil being deposited into a waste bin. Both incidents are being investigated further, with CCTV being examined.

Vessel Related:

- Engine failures, loss of steerage, and electrical or mechanical breakdowns, often requiring Harbour assistance or tows.
- Minor collisions and near-misses during berthing, unberthing, and manoeuvring in confined areas. There were no reported injuries and no incidents involving significant damage to vessels or infrastructure.
- Vessels taking on water at berth due to equipment failure, weather, or poor maintenance, with Harbour staff assisting where necessary.
- General Direction infringements including speeding, excessive wash, unsafe navigation, and misuse of harbour facilities, with investigations ongoing in some cases.

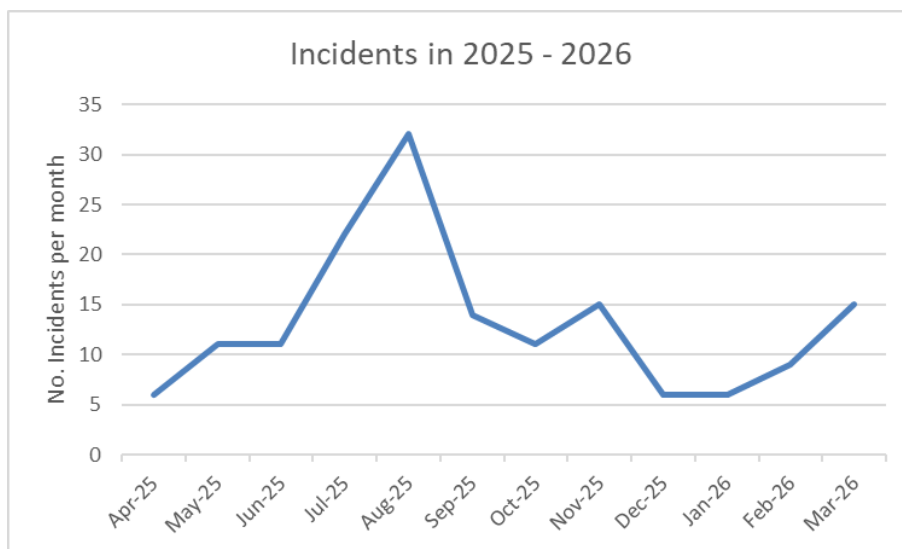


3.0 Incident Analysis 2025 – 2026

3.1 This section reviews all incidents recorded within Weymouth Harbour during the 2025–2026 reporting period. A total of 158 incidents were logged and grouped into categories based on current harbour practices and General Directions. This represents the first full year of usable data following changes to the way incidents are recorded and has already provided a much clearer basis for analysis. While the approach will continue to be refined over time, it is already allowing for a better understanding of the causes and types of incidents occurring within the harbour. As this dataset develops in future years, it will also support more meaningful comparisons and trend analysis, helping to identify patterns and inform longer-term decision making.

3.2 Seasonal Trend

When incidents are broken down by month, a clear seasonal pattern emerges, which is in line with expectations. Numbers begin to rise through the spring before reaching a peak during the summer months, with August recording the highest number of incidents. Levels remain relatively high through July and September, reflecting increased use of the harbour during the main tourism and boating season. Incident numbers then fall through the autumn and remain lower over the winter, when overall harbour activity is reduced.



3.3 Incident Type Analysis

Looking at incident types overall, Vessel Related incidents make up the largest share, showing that issues linked directly to vessel operation and condition remain a key area of risk.

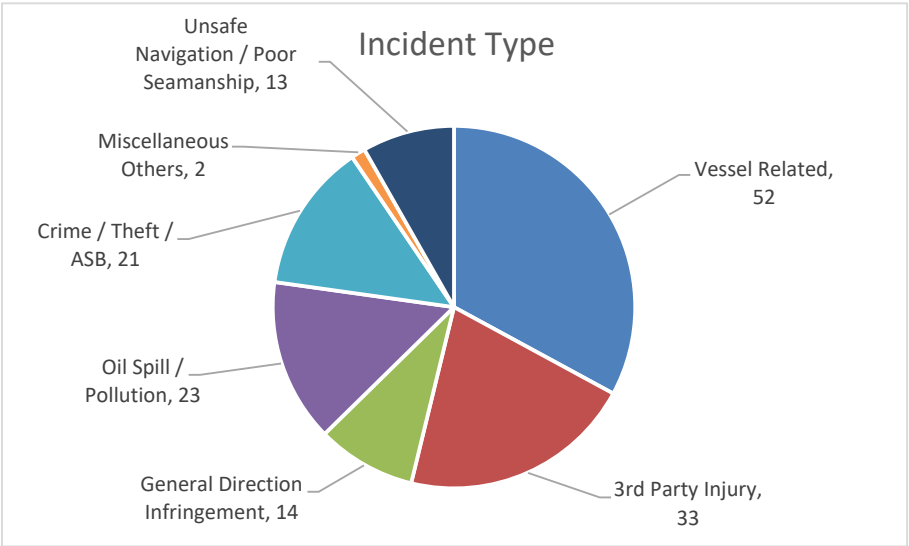
Analysis of Oil Spill and Pollution incidents shows that 23 events were recorded during the reporting period. These are generally small-scale incidents, typically associated with routine harbour activity such as refuelling, vessel maintenance, or minor leaks, rather than large or significant pollution events. While individually low in impact, they represent a recurring issue within a busy operational environment, particularly in areas where vessels are berthed or working.

Overall, the data shows that pollution incidents are largely linked to day-to-day practices rather than deliberate actions. As such, they are well suited to control through continued emphasis on good housekeeping, vessel maintenance, and awareness. Although not a dominant risk area, they remain important due to their visibility and potential environmental impact within a confined harbour setting.

Further review of incidents recorded under the “Crime, Theft and Anti-Social Behaviour” category shows that almost all (20 of the 21 incidents) relate specifically to anti-social behaviour, showing that the issues being experienced are mainly linked to nuisance, trespass, and general behaviour, rather than theft or deliberate damage to property.

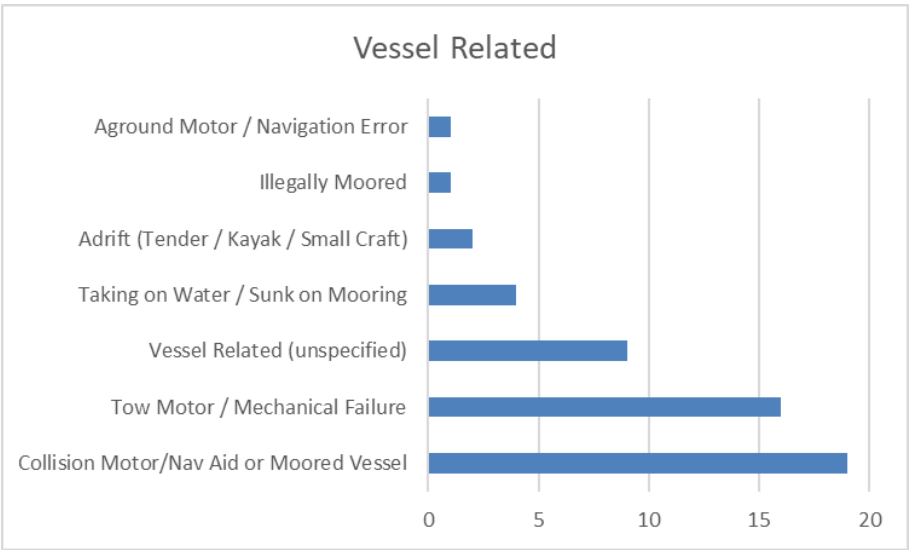
Analysis of 3rd Party Injury incidents shows that the majority relate to slips, trips and falls, particularly on pontoons, quaysides and around vessel access points. A significant number occur during boarding or disembarking, or when moving between vessels, where changing levels and vessel movement increase the risk of loss of balance. Overall, these incidents are generally low in severity but relatively

frequent and are primarily driven by a combination of environmental conditions and user awareness, rather than deliberate actions.



3.3 Vessel Related Incidents

Breaking down Vessel Related incidents further, collisions and mechanical failures account for most cases. Collisions (all minor) involving other vessels, moorings or harbour infrastructure form the largest group, highlighting the challenges of manoeuvring in busy or confined areas. Mechanical failures are also a significant factor, underlining the importance of vessel upkeep and reliability. Other types of incidents, such as vessels taking on water, drifting, or the occasional grounding or illegal mooring, occur less often but still present operational risks. Overall, these incidents tend to arise either from interaction between vessels and structures, or from loss of propulsion or control, reinforcing the importance of safe manoeuvring and well-maintained vessels.

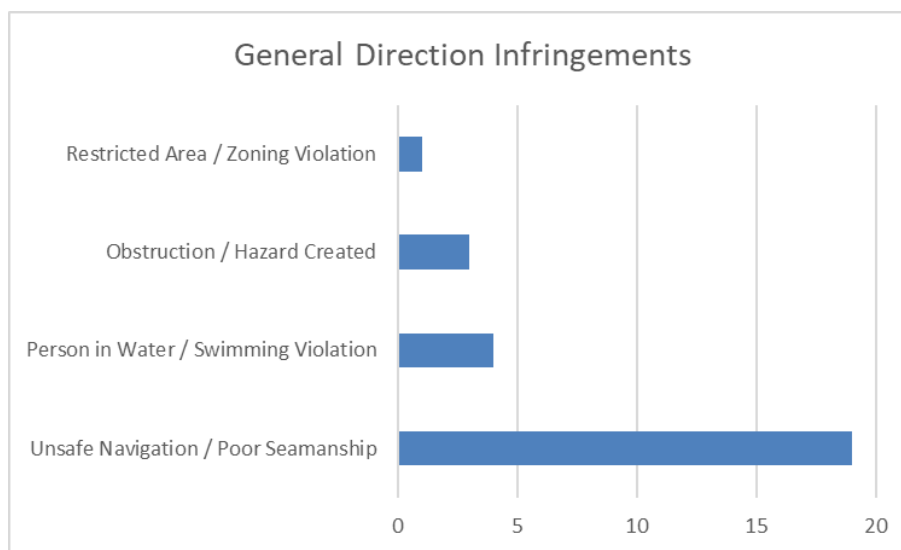


3.4 General Direction Infringements

First analysis of General Direction Infringement incidents showed that many were initially recorded under broad terms such as "Unsafe Navigation / Poor Seamanship". On review, it became clear that

most of these did not represent clear breaches of the General Directions but were more general issues of judgement or awareness. These have therefore been removed from the GDI category, giving a more accurate reflection of actual non-compliance. What remains is a relatively small number of clearly defined infringements.

Of these, the largest group relates to speeding and excess wash, followed by people in the water, and a small number of obstruction and zoning issues. Overall, this demonstrates that while breaches of the General Directions do occur, they are relatively limited when set against the level of activity within the harbour. The main challenge continues to be managing how a wide range of users share the space safely, rather than dealing with widespread or deliberate non-compliance.



4.0 Operations

4.1 Oil Spills & Emergency Response

During the reporting period, the Harbour team dealt with several minor oil and fuel pollution incidents, as detailed in Section 2.0. These incidents were generally low-volume and short-lived, most commonly arising from refuelling activities or incorrect disposal of waste oil. All were managed promptly through monitoring, or appropriate containment and disposal measures. No spill reached the threshold required for an activation of the Oil Spill Management Plan.

We are currently liaising with Dorset Fire and Rescue service to plan a larger multi-agency emergency exercise later this year. The execution and planning of this exercise will help to formulate a response plan and MoU with Dorset Fire and Rescue, to encompass all three Dorset Council harbours. It is planned to hold this exercise towards the end of the coming season, most likely in late September, and further details will be brought to this committee as they develop.

4.2 Harbour Maintenance

Refurbishment of the Westwey gatehouse has been completed, the structure has been repainted and a new roof fitted. Water supplies have been added to the Trinity Road pontoon, and old pilings have been removed from the Custom House Quay area. Quotes are being obtained for the replacement of these pilings, and we hope to complete this work later in the season.

An upgraded camera has been fitted to assist in monitoring the slipway, and new CCTV cameras have been fitted on the gatehouses at the North Quay and Westway marinas. These new cameras, which combine a fixed view of the gatehouse gangways and a PTZ camera into a single unit, provide us with coverage of the whole marina basin.

Annual vessel maintenance has been completed, with cleaning, anti-foul painting, and engine servicing all being conducted 'in house'.

4.3 Stone Pier Café area subsidence

In April, some minor subsidence was noticed immediately behind the harbour wall adjacent to the Stone Pier Café. The area was cordoned off, and engineers from the FCERM team visited the site to inspect the area from land and from the water. It was determined that the subsidence was caused by heavy rain flushing material from behind the wall, and that the wall itself is unaffected. Subsequently, the sunken area has been filled with Bentonite, a clay material that is used for its swelling, sealing, and stability properties, which help control water movement and prevent further ground loss. After further monitoring to assess the area as stable, the barriers have now been removed.



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 Cargo Stage

Works to resurface the Cargo Stage, the raised platform and quay wall that runs west to east from the old Fish Landing Quay to the Ferry Steps, are moving forward. Investigation works took place during April to better understand the overall condition of the area, and to ascertain if any voids were present in the structure, prior to heavy re-surfacing equipment being used.

The geotechnical survey confirmed that the Cargo Stage ground conditions are generally sound and capable of supporting resurfacing plant and equipment. No significant weaknesses or voids were identified, and the works can proceed with standard precautions, including localised repairs if any isolated soft spots are encountered.

We are working with the Highways team to arrange for the re-surfacing works to take place, and it is hoped that this will be completed, with new railings put in place along the roadside platform edge, ahead of the Artisan Market and Seafood Festival events later in the summer.

5.3 Stone Pier Railings

Inspections have identified sections of the Stone Pier railings requiring replacement and refurbishment due to corrosion from prolonged coastal exposure. The railings provide a critical safety barrier, with the risk of serious injury increased by exposed rocks at low tide; temporary fencing has been installed where deterioration presents an immediate hazard.

Work commenced on the 6th of May, with completion planned ahead of the peak summer season, however with changing weather conditions in this exposed part of the harbour it is difficult to fix an exact completion date. Work will take place on 50m sections at a time, and public access to the Stone Pier is not being restricted.

5.4 Sand Jetty

The architecture and engineering consultants Ramboll have been commissioned to assess the structure and condition of the Sand Jetty. Procurement has been completed, and it is planned for the survey work to take place around mid-June, dependent on tides and diver availability.

The outcome of the assessment will provide guidance on whether:

- the structure is still acceptable for use under its current conditions and utility,
- any additional restrictions or precautions should be taken, or
- a detailed structural assessment and updated option study will be required.

A high-level structural survey by visual inspection of all the structural elements of the Sand Jetty will be completed, both above and below water. An external professional dive team will be utilised to undertake and record the underwater inspection, which will be appointed and managed by Ramboll and the cost of which is included in the fee proposal.

The results of the assessment, and any further required works, will be reported to this committee at a future meeting.

5.5 Weymouth Quay Fuel Pontoon

I am very happy to report that the fuel pontoon finally opened for service at the end of April. All Weymouth berth holders have been notified directly, and further communications through social media and the Dorset Council communications team are being progressed.

Further to a spill of fuel during commissioning of the fuel pontoon, as reported to this committee in December 2025, works to install a re-designed system (energy chain) for the securing of the fuel pipes from where they exit to quay wall to the connection to the pumps on the pontoon has been completed. Protocols, procedures, and risk assessments are in place, and staff training has been undertaken.



Statistics surrounding fuel sales will be provided at future meetings as meaningful data becomes available.

5.6 Waste Pump-out Facility

Work to install a waste pump-out facility is scheduled to commence shortly. The unit will be located on the fuel pontoon, enabling vessels to conveniently access both refuelling and waste disposal services within a single visit, improving overall harbour efficiency and user experience.

Due to current regulatory requirements, the system cannot be directly connected to the main sewer network. Instead, waste will be collected within a dedicated shoreside holding tank and subsequently removed for appropriate pre-treatment before entering the wider wastewater treatment process, ensuring full compliance with environmental legislation while maintaining high operational standards.

The delivery of this project has required extended consultation with regulators, along with additional design work to ensure the system is fully compliant, not only in terms of waste handling, but also with the specific requirements relating to electrical installations in proximity to fuel infrastructure. As a result, the facility will unfortunately not be operational in time for the summer season. However, this work has been essential to ensure a safe, compliant, and robust installation, and we are progressing the scheme as quickly as practicable.

The total cost of the installation is estimated at approximately £40,000 (£20,000 for pump systems, £11,000 for the shore-side tank, and £10,000 for fittings and installation). While this is higher than initially anticipated, the scheme represents a long-term investment in essential harbour infrastructure, and funding is already identified within the Asset Management plan. In addition, there will be an ongoing

operational cost associated with waste collection; however, this will be better quantified once usage patterns are established.

The provision of this facility delivers a number of important benefits. It will significantly support improved water quality within the harbour by enabling the safe and responsible disposal of vessel waste, reducing the risk of overboard discharge. It also enhances the range and quality of services available to both resident and visiting vessels, strengthening Weymouth Harbour's offer and overall value for money.

In doing so, the project directly supports the objectives of the Dorset Council Harbours Strategy, particularly in relation to environmental sustainability, maintaining and improving harbour infrastructure, and ensuring harbours remain attractive, well-managed, and fit for purpose for current and future users.

6.0 Commercial Port Berths & Notable Traffic

6.1 There has been no notable commercial vessel traffic, outside of usual operations, during this reporting period.

7.0 Pilotage

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

8.0 Significant Events Relevant to Harbour Operations and/or Access

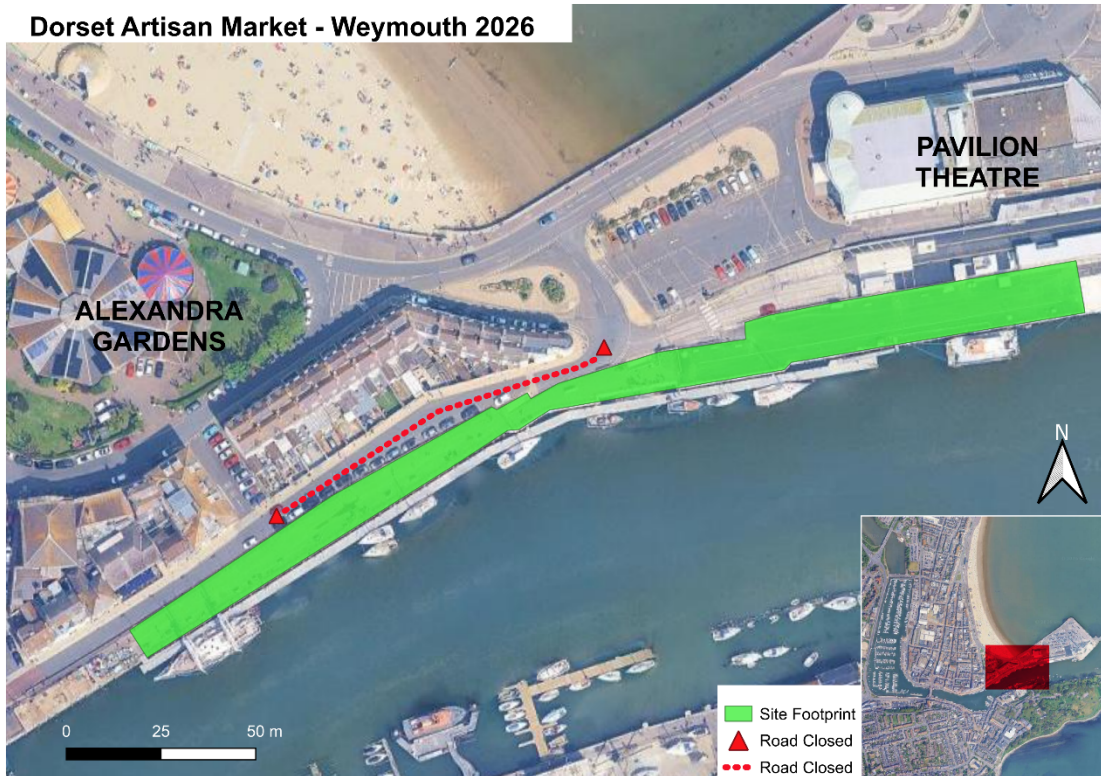
Alongside the usual annual harbour events, some further large events are also planned. Attracting events to the harbourside directly supports Dorset Council's Harbours Strategy, which identifies the development of leisure and tourism activity as essential to making Weymouth a "premium destination" and strengthening the local and blue economy. The strategy also emphasises integrating the harbours with the community and enhancing their cultural offer, aims that are well met by hosting vibrant, high-footfall public events. In addition, Weymouth is already recognised for its year-round events programme, with the harbourside serving as a key venue for major festivals and community gatherings, further demonstrating the value of bringing high-quality markets and cultural activities to this important waterfront location.

Dorset Artisan Market

The Dorset Artisan Market is a well-established monthly curated market showcasing the best of local artisans, craftspeople, food producers and small independent businesses from across Dorset and Somerset. Running successfully in Sherborne since 2019 and now a major attraction in Dorchester, the market typically features over 100–200 stalls offering handmade goods, local produce, art, vintage items and unique craft creations. Recognised for its strong community focus, it supports local traders and draws significant footfall, making it a popular and vibrant event for residents and visitors alike.

The market will be coming to the harbourside on three dates during the coming season. On one Friday each month in June, July, and August, the market will take place from 3pm to 8pm and will be situated along the Cargo Stage and Weymouth Quay.

Dorset Artisan Market - Weymouth 2026



Seafood Festival

The Dorset Seafood Festival returns to its harbourside home in Weymouth on the 4th – 5th of July. Free to attend, the festival showcases Dorset's outstanding seafood, bringing together top local chefs, artisan producers, market stalls, live entertainment, family activities and opportunities to learn about sustainable fishing and ocean health. Now in its 17th year, the event has previously attracted tens of thousands of visitors and is widely recognised as one of the country's leading culinary festivals, contributing millions to the local economy. Its 2026 homecoming, supported by Dorset Council, marks an important milestone in re-establishing the festival at the heart of Weymouth Harbour.



iQFoil Championships – Portland & Weymouth

The 2026 iQFoil World Championships will be hosted by the Weymouth & Portland National Sailing Academy from the 4th – 12th of September, attracting around 250 of the world's top Olympic-class windsurfers to the area. The majority of racing during the week will take place in Portland Harbour and Weymouth Bay, which offer the consistent and high-quality sailing conditions that make the venue internationally renowned.

The medal races, determining the World Champions, will be held on Saturday the 12th of September, with finalists sailing from the race area into Weymouth, coming ashore at a dedicated Race Village in front of the Pavilion Theatre to enable public viewing and engagement. Members of the public will be able to try out sailing, and watch displays of e-Foils and Pump Foils being demonstrated by experts. This event marks the first time the UK has hosted an Olympic-windsurfing world championship since 2009 and reinforces Weymouth and Portland's reputation as a premier international sailing venue.

Event Calendar:

Month	Event	Date(s)
June	National Mixed Gig Championships Offshore RC Model Racing Lifeboat Week Dorset Artisan Market	6 th – 7 th 13 th – 14 th 6 th – 12 th 19 th
July	Seafood Festival Dorset Artisan Market	4 th – 5 th 17 th
August	Dorset Artisan Market	14 th
September	P/S Waverley P/S Waverley iQFoil World Championships P/S Waverley Ironman	3 rd & 4 th 9 th 4 th – 12 th 13 th 20 th
October	Beach Motocross	10 th
November	-	-
December	Christmas Day Swim	25 th

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Harbours Advisory Committee

29 June 2026

Flood & Coastal Erosion Risk Management (FCERM) Engineering Update

For Review and Consultation

Cabinet Member:

Cllr J Andrews, Place Services

Local Councillor(s): All

Executive Director:

J Britton, Executive Director for Economy and Environment

Report author and job title: Matthew Penny, Service Manager Flood & Coastal Erosion Risk Management

Email: matthew.penny@dorsetcouncil.gov.uk

Statutory Authority: n/a

Report status: Public [Choose an item.](#)

Executive summary (maximum of 500 words)

1. 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.
2. **Recommendation(s)**
 - 2.1 Review report and comment.
3. **Reason for the recommendation(s)**
 - 3.1 Update and consult with Harbours Advisory Committee.

4. The report

4.1 Bridport Harbour (West Bay)

a. Dredging

The Coastal Risk Management team are supporting the Harbours team to deliver this work.

Dredging works are now complete to remove the recent inundation of the Harbour entrance and outer harbour by sand being washed in by wind and wave action.

b. Inspections and Repairs

Defects identified are programmed within the Coastal Risk Management team's maintenance and repairs work list. Repair works are prioritised as part of the overall repair needs, that are financed from the constrained revenue budget. Health & Safety repairs will take priority within the current repair programme.

Inspections are scheduled for June-July 2026.

c. Harbour Wall A and B Works.

Remedial work has started on Wall A and is due to be complete by end of May 2026 – this work also will re-seal the footway behind Wall B so the site has increased resilience and is more aesthetically pleasing. Services will also be improved.

The main Wall B construction works are scheduled for Autumn 2026, subject to the licenses being issued. All licensing has been applied for from both the Environment Agency and the Marine Management Organisation.

4.2 Lyme Regis Harbour

a. Dredging

The Coastal Risk Management team are supporting the Harbours team to deliver this work. Nothing to report.

b. Inspections and repairs

Defects identified are programmed within the Coastal Risk Management team's maintenance and repairs work list. Repair works are prioritised as part of the overall repair needs, that are financed from the constrained revenue budget. Health & Safety repairs will take priority within the current repair programme.

Inspections are scheduled for June-July 2026.

c. The Cobb Repairs.

A large void at the toe of the seaward wall has been identified. This significant defect is located within a hard-to-reach section and is deemed to need repair before the proposed Lyme Regis Environmental Improvement Phase 5 scheme commences construction.

We will continue to monitor the site closely with the permanent repair that was scheduled 18-19 May has been postponed due to unfavourable weather until 15-16 June 2026.

d. Lyme Regis Environmental Improvement Scheme Phase 5

We are currently progressing design refinement in consultation with key stakeholders such as Historic England and Natural England. In March, an onsite inspection of the Cobb with key stakeholders was a success and productive dialogue is ongoing. All parties agree that the aim will be to collaboratively identify agreed measures to secure long-term strengthening of the Cobb coupled with a comprehensive maintenance regime.

The project has secured funding from a Community Infrastructure Levy bid. The intention of the CIL bid was to secure sufficient funding to close the project funding gap and enable the scheme to proceed through design finalisation, tendering and delivery within the agreed programme. Subject to the necessary statutory consenting process, construction could begin in Summer 2027, but the programme is currently being updated.

4.3 Weymouth Harbour

a. Dredging

Nothing to note.

b. Inspections and repairs.

Defects identified are programmed within the Coastal Risk Management team's maintenance and repairs work list. Repair works are prioritised as part of the overall repair needs, that are financed from the constrained revenue budget. Health & Safety repairs will take priority within the current repair programme.

Inspections are scheduled for June-July 2026.

c. Weymouth Flood & Coastal Erosion Risk Management Scheme Phase 1

Delays experienced and new requirements brought about by the new DEFRA funding rules resulted in a funding shortfall for delivery of the Outline Business Case (OBC). A Local Levy funding application was submitted to address this shortfall and was successful. Works are now being progressed on all elements where sufficient certainty exist to avoid undertaking abortive works.

The Surface Water component of the OBC is being progressed in collaboration with the relevant Risk Management Authorities (RMAs). The outcome of the investigation will inform the OBC and set the basis for the development of surface water interventions.

The OBC is anticipated to be ready for submission by spring 2027, after which Full Business Case development will commence in conjunction with detail design, consenting and contractor procurement. It is envisaged that construction will commence winter 2029.

d. Harbour Walls F&G (Peninsula)

Construction works are progressing well and currently to programme. The sheet piling operations are now completed for both Walls F and G, and continued operations are underway for tie rods and anchor foundations. The concrete capping beams and pedestrian handrails are progressing well and are approximately 50% completed on Wall G.

We intend to apply for a minor planning amendment to the footway and an increase in the landscaped areas adjacent to Wall G which will improve the public outlook to this area. The application is currently being developed.

The programme currently indicates completion in late September 2026.

e. Harbour Wall E (Harbour Compound)

Weymouth harbour wall E is a sheet piled wall located on the north of the harbour mouth adjacent to the former ferry berthing and continues around to the pleasure pier at the end of the peninsula. There are areas of localised deterioration and heavy corrosion of the sheet piled wall.

A design consultant has undertaken a condition survey of Wall E. Following the results of the survey, we will be commissioning a detailed design and specification document for the remedial and replacement section of this wall.

Subject to design proposals and appointment of an appropriate construction contractor, the construction works are anticipated to be completed this financial year ending March 2027.

5. Alternative options considered

5.1 n/a

6. Legal considerations

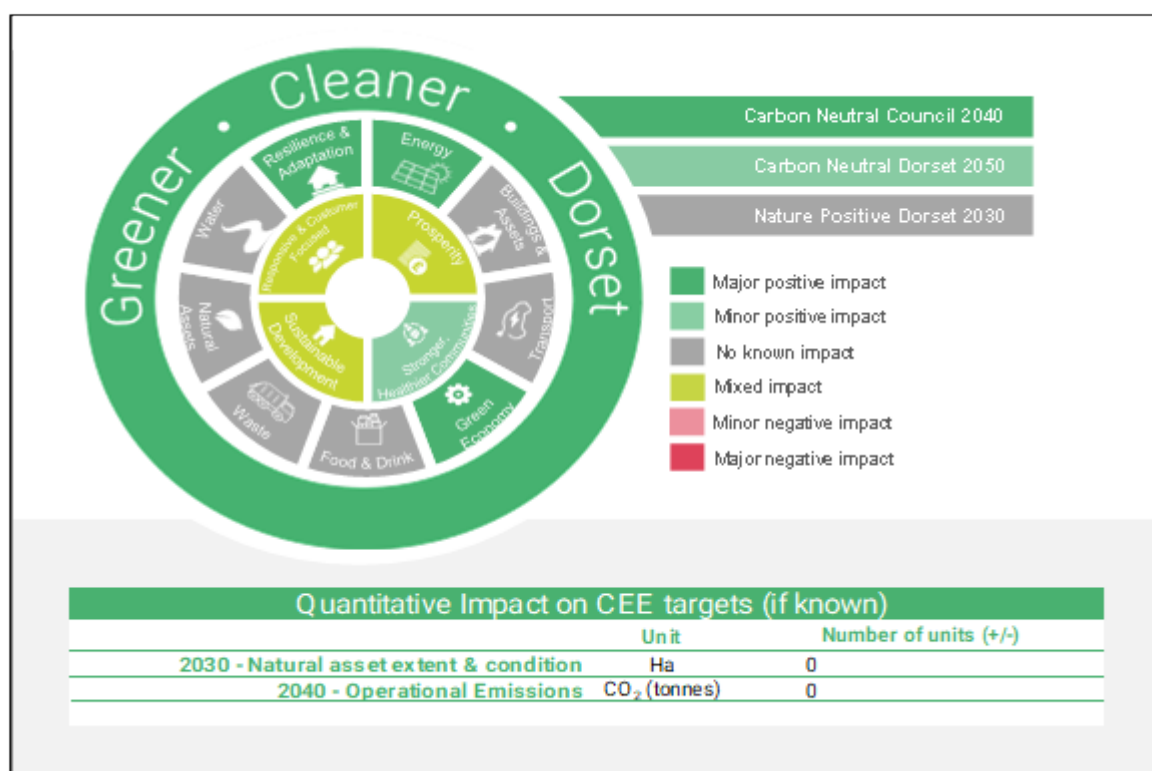
6.1 There are no legal implications arising from this report.

7. Financial implications

7.1 The financial implications of capital projects are detailed within the individual business cases which are reviewed as part of Dorset Councils capital programme approval process. Revenue maintenance activities are managed within the constraints of the allotted Dorset Council revenue budgets.

8. Natural environment, climate & ecology implications

8.1



8.2 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 each respective cabinet paper.

9. Well-being and health implications

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

10. Other implications

10.1 n/a

11. Risk implications

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

Current Risk: Low

Residual Risk: Low

12. Equalities

- 12.1 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.

- 13. **Appendices**

- 13.1 Weymouth Harbour Wall Location Map
- 13.2 Bridport Harbour Walls A&B Location Map
- 13.3 Climate Decision Wheel Output

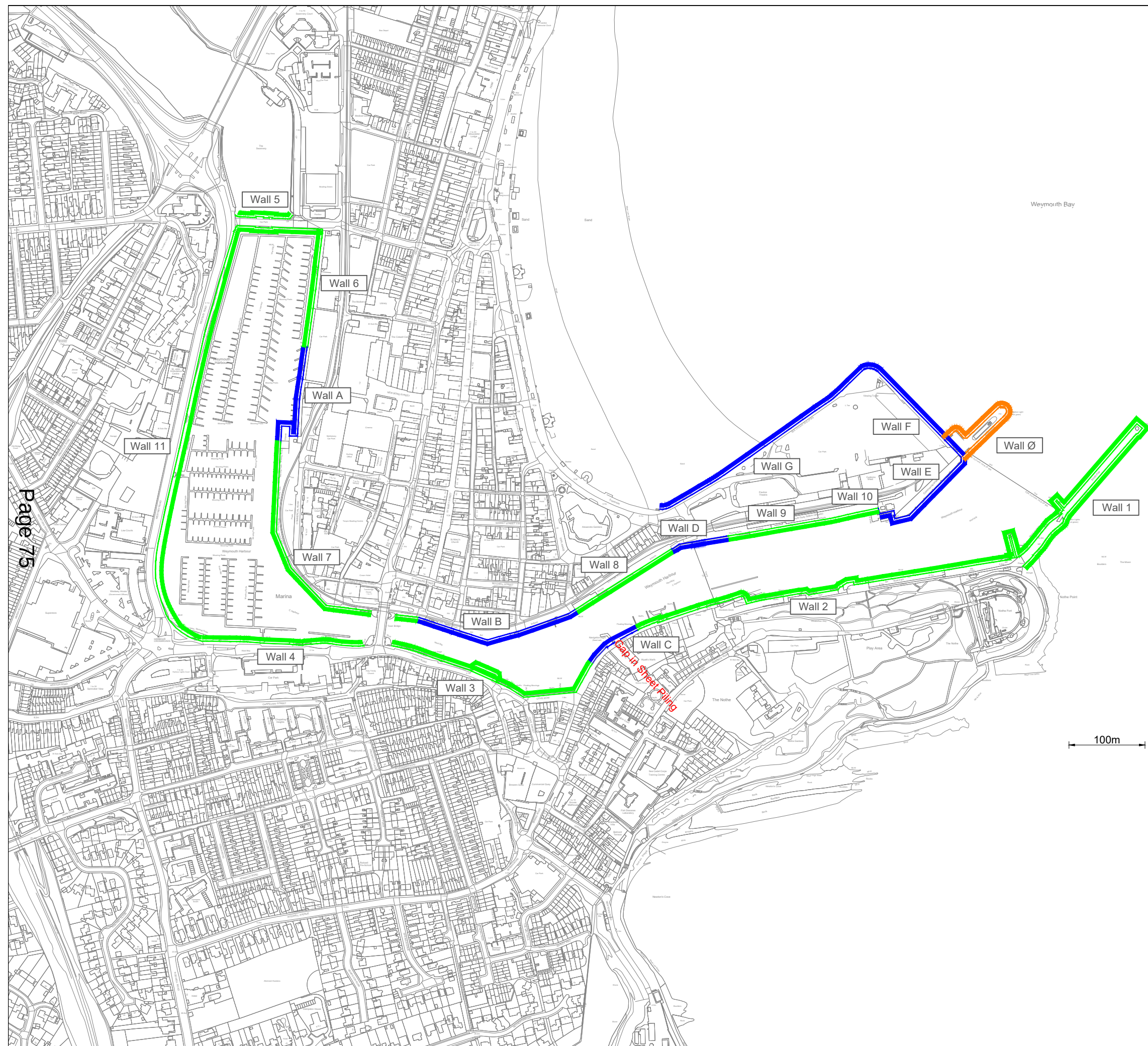
- 14. **Background papers**

- 14.1 n/a

- 15. **Report sign-off**

- 15.1 This report has been through the internal report clearance process and has been signed off by the Director for Legal and Democratic (Monitoring Officer), the Executive Director for Corporate Development (Section 151 Officer) and the appropriate Portfolio Holder(s)

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Key to existing walls

-  Reinforced concrete / masonry (1-11)
-  Sheet pile (A-G)
-  Concrete pile/beam (Ø)

Rev	09Feb26	-	H/W
Rev	Date	Issue / Remarks	Checked



DORSET HIGHWAYS

Jack Wiltshire

Highways, Engineering and Transport

Project Title
Flood & Coastal Erosion Risk Management

Drawing Title
Weymouth Harbour Walls Location Plan

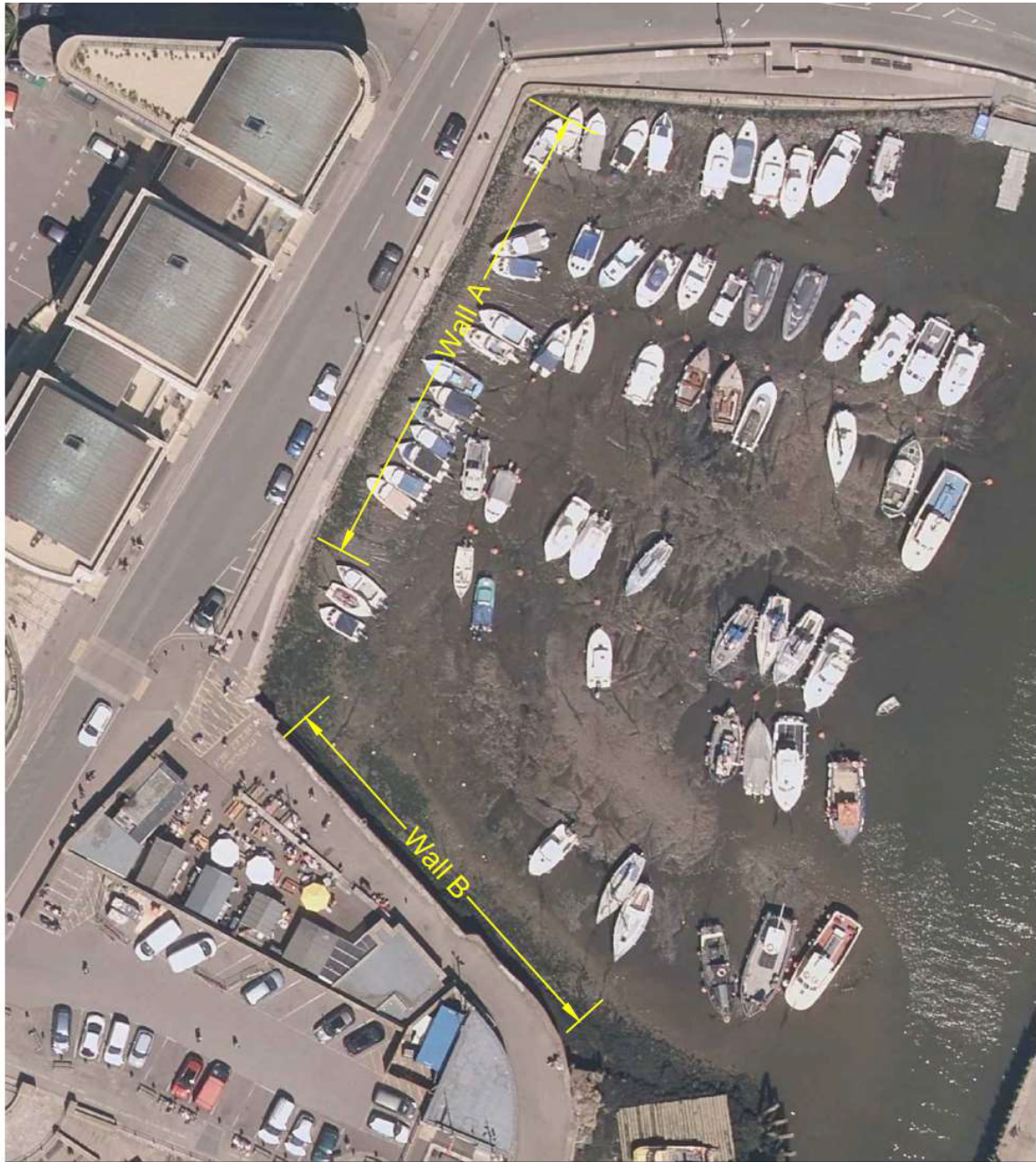
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Bridport Harbour Walls A&B Location Map:



Photographic Copyright: Channel Coastal Observatory, 2017.

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Appendix 3 - Climate Wheel Accessible Impact Assessment and Table of Recommendations

ACCESSIBLE TABLE SHOWING IMPACTS

Natural Environment, Climate & Ecology Strategy Commitments	Impact
Energy	No known impact
Buildings & Assets	No known impact
Transport	No known impact
Green Economy	No known impact
Food & Drink	No known impact
Waste	No known impact
Natural Assets & Ecology	minor positive impact
Water	minor positive impact
Resilience and Adaptation	No known impact

Corporate Plan Aims	Impact
Prosperity	neutral
Stronger healthier communities	minor positive impact
Sustainable Development & Housing	minor positive impact
Responsive & Customer Focused	neutral

TABLE OF RECOMMENDATIONS

Recommendations	Responses -will this be incorporated into your proposal? How? And if not, why not?
Energy	
consider opportunities to generate renewable energy on the land	Limited opportunities to do so given the nature of the assets being managed but the engineering work will reduce floods & erosion risk to land that could be used to generate renewable energy.
Buildings & Assets	

No recommendations found for this category	
Transport	
No recommendations found for this category	
Green Economy	
No recommendations found for this category	
Food & Drink	
No recommendations found for this category	
Waste	
No recommendations found for this category	
Natural Assets & Ecology	
Use the opportunity to connect existing habitats using wildlife corridors	
Water	
No recommendations found for this category	
Resilience & Adaptation	
No recommendations found for this category	

Harbours Advisory Committee

29 June 2026

Harbours Year End Budget Report 2025-26 For Review and Consultation

Cabinet Member:

Cllr J Andrews, Place Services

Local Councillor(s):

All Councillors

Senior Leadership Team:

J Britton, Executive Director for Place Services

Report author and job title:

Ed Carter, Dorset Councils Harbours Manager, James Radcliffe, Bridport and Lyme Regis Harbour Master, Claire Connolly, Weymouth Harbour Business Manager

Email: ed.carter@dorsetcouncil.gov.uk James.radcliffe@dorsetcouncil.gov.uk
claire.connolly@dorsetcouncil.gov.uk

Statutory Authority: Weymouth Harbour Revision Order 2021, Local Legislation

Report status: Public Choose an item.

Executive summary

1. The purpose of the report is report is to set out the year end actuals and the reserve balances for Dorset Councils Harbours for 2025/26. The financial summaries are given in the appendices.
2. **Recommendation(s)**
 - 2.1 That the Harbours Advisory Group note the 2025/26 year-end budget figures and reserve balances for Dorset Councils harbours.
3. **Reason for the recommendation(s)**
 - 3.1 The Dorset Council Harbours Strategy and Business Plan provide comprehensive financial and investment framework that guides the future allocation and use of harbour budgets.
 - 3.2 Strategic goal number 4 of the harbour strategy is to maintain a balanced budget while building the capacity for ongoing investment in the harbours. The overarching aim is for Dorset's harbours to become financially self-sufficient, with the ability to manage and reinvest reserves to support strategic aims.

- 3.3 Regular budget monitoring and regular reporting to the Harbours Advisory Committee plays a key role in managing financial risks. This process ensures that income is reviewed against expectations and that any potential under or overspending is identified and addressed promptly.
4. **Bridport Harbour year end favourable position £22,513**
- 4.1 The Bridport Harbour budget was originally set with an anticipated surplus of £80,130; this increased to a year end surplus of £102,643.
- 4.2 This partly relates to a reorganisation of how works set out in the business plan are funded. Previously, these works were funded from the revenue budget; however, they are now being funded from reserves. A total of £81,942 has been funded from reserves in 2025/26, including pontoon maintenance works, timber pile replacement, and replacement chains.
- 4.3 Reserve balances were established to support harbours in delivering works set out in the Business Plan. Now that reserve balances have reached a healthy level, it is intended that this approach will continue in the future.
- 4.4 Water Injection Dredging trials were commissioned this year to investigate a more cost-effective method of dredging. The initial trials were affected by adverse weather conditions, so a further trial was commissioned to obtain a more accurate assessment. Overall, the annual budget for routine dredging has come in under budget
- 4.5 Other variances to the budget forecast are detailed below.
- 4.6 An overspend on service recharges due to HR and ICT recharges being recalculated after the original budget was agreed at the December 2024 committee. These have been reviewed and updated for future budgets.
- 4.7 There was saving due to the vacant Harbour Mechanic post. However, this vacancy is also contributing to a shortfall in income, due to unrealised income-generating activities linked to the role.
- 4.8 Additional factors relating to pay related costs that have resulted in an overspend; a higher-than-budgeted pay award, the re-evaluation of pay (JE) for a number of posts and increased seasonal hours worked.
- 4.9 There have been some further overspends due to Business Rates (NNDR) being slightly above budget, increased charges for Bank/Cash Collection and Merchant Charges, Legal costs associated with the Harbour Revision Order and Insurance costs.

- 4.10 Income from harbour owned car parks, shop sales, dive initiative and boat storage have all exceeded budget expectations.
- 4.11 Income from mooring fees, visitor launch and berthing fees are slightly down on budget.

5 Lyme Regis - year-end deficit £33,988:

- 5.1 Similar to Bridport, there has been an overspend on service recharges due to HR and ICT recharges being recalculated post-budget setting. In addition to this, there has been a further overspend as an insurance excess charge has been processed.
- 5.2 There has also been an overspend relating to a higher-than-budgeted pay award and the effects of the re-evaluation of pay (JE) for a number of posts.
- 5.3 An increase in contractor expenditure has occurred due to works arising from recent storm damage.
- 5.4 Other overspends relate to Business Rates (NNDR) being slightly above budget, increased charges for Bank/Cash Collection and Merchant Charges and the Legal costs associated with the Harbour Revision Order and Insurance costs.
- 5.5 A saving was achieved on the dredging budget at Lyme, as full-year dredging was not carried out in the 2025/26 financial year.
- 5.6 Income overall was good, and on track or exceeded budget expectations, with increases from the onsite short stay car park, fuel sales, kayak storage and slipway usage.
- 5.7 However, there was a shortfall for annual mooring and visiting craft income plus reduced concession income following several licence surrenders.
- 5.8 Reimbursements and contributions relate to income generated from memorials. Although an income shortfall was expected, this is offset by a corresponding saving under the budget heading Supplies & Services. Income and associated expenditure are expected to remain at this level and will be reflected in future budgets.
- 5.9 The final outturn was a net cost of £33,988 for the Lyme Regis budget, compared with earlier projections of a cost neutral position. This adverse position reflects some recent unavoidable costs and reduced concession

income. As there is no balance in the reserve, the overspend will fall to the overall Place Directorate outturn.

6 Weymouth Harbour - year-end surplus £1,126,419:

6.1 The Weymouth Harbour budget was originally set with an expected surplus of £453,268. The financial position has improved, resulting in a year-end surplus of £1,126,419.

6.2 At a high level, overall, it was a very successful year in terms of financial performance and across most areas the harbour achieved or exceeded budget expectations. The increased surplus is primarily due to higher-than-expected parking income and an underspend on planned projects. Further detail is provided later in the report.

6.3 A financial summary is shown at appendix 3.

6.4 Income: overall £634,712 favourable

6.5 Revenue exceeded budget expectations across most areas. The most notable variance relating to parking income. Parking income projections were originally based on the schedule of the Walls F&G repair works, which were expected to reduce parking capacity. Due to the delay in the start of these works, the anticipated reduction in income has largely been avoided in the current financial year as the majority of the car park remained operational throughout the peak period.

6.6 Income from visiting recreational vessels is lower when compared to last year, however, income has been boosted by visits from super yachts and winter berthing income. Budgets are estimated using various scenarios, this means that income for recreational visitors including overnight stays, slipway and water sports permits have exceeded budget forecasts.

6.7 The marina remains busy, although overall occupancy is lower than in recent years; this is not unexpected. Whilst annual lets remain our priority, the introduction of a flexible berthing option, including monthly temporary berthing, has resulted in a significant increase in income from temporary berths. This growth is primarily within the smaller 6–8 m berths, that may have been otherwise vacant. Combined income from annual berth holders and temporary lets is above the budget projection and slightly higher than last year.

- 6.8 The fish landing quay and its associated facilities, including ice production and catch storage became operational in 2025, creating a new income stream that was not included in the original forecast.
- 6.9 With the Commercial Area now fully re-opened, a review of space and the charging policy for vehicle parking and vessel storage has resulted in new, additional income.
- 6.10 Expenditure overall £38,439 favourable**
- 6.11 Although the pay award was higher than budgeted and additional costs were incurred to cover long-term sickness, savings from a recruitment gap and reduced spending on seasonal staff have helped bring the budget back on track.
- 6.12 There have been a number of issues with energy costs, that has resulted in on overspend.
- 6.13 Electricity consumption in the commercial area has increased due to the ongoing Walls F&G works. These additional costs are being recharged to the contractor.
- 6.14 A new electrical supply was installed as part of the regeneration project. Following discussions with Assets and Property, this supply exceeds the harbour's operational requirements and attracts high fixed charges that cannot be reduced or avoided. We are working with A&P to explore options to remove this cost from the harbour budget.
- 6.15 Some of these costs can be offset, as recent monitoring of electricity usage in the commercial area shows that the solar installation is successfully reducing costs on our original supply. We are also in discussion with a contractor about directing more of our electricity consumption to the solar installation to further reduce costs.
- 6.16 An ongoing issue with a water meter at the Peninsular believed to be recording inaccurate readings has now been resolved with a replacement, leading to a cost saving. However, this saving has been offset by a significant, previously undetected, water leak.
- 6.17 Waste management costs have been reviewed. We have implemented enhanced recycling practices across the harbour, and these costs have been offset by reducing the number of bins and collection frequencies across several sites.

- 6.18 There is an allocated budget each year for routine maintenance; however, only a small proportion of this budget was required this year, resulting in a saving.
- 6.19 Service recharges for HR and ICT were recalculated after the original budget was agreed, for Weymouth, this has resulted in a saving. A review of service recharges as a whole was conducted to ensure budgets reflect current service levels and costs, and adjustments have been incorporated into the 2026/27 budget.
- 6.20 There have been increases in costs across parking budgets, including bank and cash collection charges, higher business rates, and general maintenance and repair expenses. As reporting and records improves, historical data can be better monitored and budget setting in this area will become more accurate.

7 Reserves Balances and Asset Management Plans

- 7.1 Any surpluses for all three harbours go into designated reserves
- 7.2 Reserves balances are committed to delivering a programme of works aimed maintaining and improving harbour facilities. These investments are essential to protect income streams and support the strategic priorities outlined in the Dorset Harbours Strategy and Business Plan.
- 7.3 Bridport's year end reserve balance is £282,494. In this financial year, works set out in the business plan totalling £81,942 have been funded from reserves.
- 7.4 In addition to that, storms in March deposited an exceptional volume of shingle at the harbour entrance, creating a significant and unforeseen dredging requirement. The resulting clearance works were costly and spanned two financial years. Costs of £134,000 were incurred in 2025/26, with a further £190,000 in 2026/27, giving a total of £324,000.
- 7.5 A contribution of £200,000 has been received from Emergency Directorate Fund to support these works. Now that the full costs are known, it is hoped that a further contribution may be secured to minimise the impact on reserve balances.
- 7.6 Lyme Regis does not currently have a balance in reserves.
- 7.7 For Weymouth the budgeted surplus of £453,268 has been transferred into reserves and allocated to the relevant reserve funds.

- 7.8 The surplus of £673,151 has also been transferred into reserves and will be used to increase the reserve set aside for the Emergency and Contingency fund.
- 7.9 Weymouth Harbour was successful in securing funding from the Community Infrastructure Levy towards improvements at the Pleasure Pier. These improvements included new benches, artwork, murals, and information boards. The costs have been included in the revenue budget, while the funding of £9,371 has been recorded as a balance within the reserve fund.
- 7.10 This means that a total of £1,135,790 has been transferred into reserves resulting in a year-end balance of £4,140,495.
- 7.11 There are two key areas that have had a significant impact on the increased surplus.
- 7.12 Firstly, the budgeted reduction in parking income that was anticipated was largely avoided due to the delay to the start of the wall repairs.
- 7.13 Secondly, there is a programme of works scheduled for 2025/26 under the Asset Management Plan. A number of projects were originally planned; however, peak demand during the summer season reduces our capacity to deliver works at that time of year. As a result, it is often challenging to complete all planned projects, and prioritisation has been necessary. Following a review, a number of projects have been deferred or carried forward. Whilst many of these projects have commenced, they are not yet complete; therefore, the associated budgets will need to be carried forward into the 2026/27 financial year.
- 7.14 In addition to the in-year spend on Asset Management and Improvements, other costs funded from the reserve include an approved second-year contribution of £500,000 towards harbour wall repairs, which has been transferred into a separate walls reserve.
- 7.15 There have also been two contributions made from reserves: £186,182 as the final agreed contribution towards the Weymouth Quay Regeneration Project. This is to cover costs beyond the original project specification (additional fencing, additional fuel infrastructure, increased groundwork and electrical installation costs etc)
- 7.16 The second contribution is towards the return of Weymouth's Seafood Festival; in recognition of the significant value it brings to both the harbour and the town.

- 7.17 While reserves are currently healthy, over the next few years, several costly projects are scheduled as part of the business plan. Weymouth Harbour has extensive infrastructure that is expensive to maintain and replace so it is essential to recognise that these funds are required to support this level of work.

8 Financial Implications

The report covers harbour budgets. The summary information is presented under the standard corporate headings. Dorset Council has outlined its financial plans for Bridport, Lyme Regis, and Weymouth Harbours for the 2025/26 financial year, with a focus on maintaining safe, sustainable, and economically viable operations. Revenue adjustments and any cost pressures have been considered when setting forecasts.

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

9 Legal considerations

This report has been reviewed and signed off by the Monitoring Officer and Section 151 Officer, confirming compliance with relevant legal and financial regulations. All proposed fees and use of reserves are in line with the Council's statutory powers and financial governance requirements.

10 Natural environment, climate & ecology implications

The Harbours' budgets 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.

11 Well-being and health implications

The harbour budget supports safe, well-maintained facilities that contribute to the well-being of harbour users, including local fishermen, recreational boaters, and visitors. Continued investment in infrastructure and services helps promote a safe working environment and supports the economic and social vitality of coastal communities.

12 Other implications

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

13 Risk implications

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

Current Risk: Low

Residual Risk: Low

14 Equalities

There are no equalities implications arising from this report

15 Appendices

Appendix 1 Bridport Harbour Financial Summary

Appendix 2 Lyme Regis Harbour Financial Summary

Appendix 3 Weymouth Harbour Financial Summary

16 Background papers

None

17 Report sign-off

This report has been through the internal report clearance process and has been signed off by the Director for Legal and Democratic (Monitoring Officer), the Executive Director for Corporate Development (Section 151 Officer) and the appropriate Portfolio Holder(s).

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Appendix 3
Year End Outturn Financial Summary 2025/26 for Weymouth Harbour
Harbours Advisory Committee 29 June 2026

	2025/26 Full Yr Budget £	2025/26 Yr end actuals £	Variance £	
Summary of Harbour Operational Budget:				
Expenditure:				
Pay related costs	760,994	739,194	21,800	(F)
Premises	208,491	211,061	(2,570)	(A)
Transport	3,998	3,418	580	(F)
Supplies and Services	192,242	188,239	4,003	(F)
Routine Maintenance	51,500	9,290	42,210	(F)
Service Recharges	229,000	183,296	45,704	(F)
Contribution to FCERM	40,000	40,000	0	(F)
Parking costs	262,466	335,754	(73,288)	(A)
Total Expenditure	1,748,691	1,710,252	38,439	(F)
Income:				
Rents and Licences	222,931	228,987	6,056	(F)
Recoverables	42,680	76,656	33,976	(F)
Commercial Activities	225,321	267,237	41,916	(F)
Leisure Activities	1,157,899	1,215,053	57,154	(F)
Parking	553,128	1,048,738	495,610	(F)
Total Income	2,201,959	2,836,671	634,712	(F)
Surplus	453,268	1,126,419	673,151	(F)

Harbour Reserves Summary 2025/26

End of year reserve predicted balance	B/f	Surplus In	In year spend	Balance
Emergency and Contingency	700,000		500,000	200,000
Maintenance dredging	163,575	20,000	0	183,575
Pleasure Pier	166,551	10,000	0	176,551
Asset Management	1,069,058	100,000	45,059	1,123,999
Development and Project	1,717,198	323,268	30,436	2,010,030
Year end surplus		673,151		673,151
Funding from CIL Project		9,371		9,371
Contribution 2 to Weymouth Quay Regeneration			186,182	(186,182)
Contribution to Seafood Festival			50,000	(50,000)
	3,816,382	1,135,790	811,677	4,140,495

Reserves: Walls F&G Repairs	Balance b/f	In year	Balance
Year 2 of 3: funded from reserves	500,000	500,000	1,000,000

Reserves: Capital Receipts	Balance b/f	In year	Balance
	69,000	0	69,000

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Appendix 2

Year End Outturn Financial Summary 2025/26 for Lyme Regis Harbour

Harbours Advisory Committee 29 June 2026

	2025/26	2025/26	
	Full Yr Budget	Yr end actuals	Variance
	£	£	£
Summary of Revenue Budget:			
Expenditure:			
Internal Charges (Expenditure)	78,410	96,289	(17,879) (A)
Pay Related Costs	153,740	192,371	(38,631) (A)
Premises Related Costs	37,460	48,291	(10,831) (A)
Transport Related Costs	14,470	5,698	8,772 (F)
Supplies and Services	112,100	79,313	32,787 (F)
Third Party Payments (Contracted Out)	30,000	43,521	(13,521) (A)
Total Expenditure	426,180	465,482	(39,302) (A)
Income:			
Government Grants	0	0	0 (F)
Reimbursements & Contributions	2,750	197	(2,553) (A)
Fees and Charges	423,430	431,296	7,866 (F)
Total Income	426,180	431,494	5,314 (F)
Total Lyme Regis Harbour	0	(33,988)	(33,988) (A)
Lyme Regis Harbour Reserve (986988)	£		
Balance b/f from 2024/25		0	
2025/26 Transfer to Reserves		0	
Forecast at Year End		0	

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Appendix 1
Year End Outturn Financial Summary 2025/26 for Bridport Harbour
Harbours Advisory Committee 29 June 2026

	2025/26	2025/26		
	Full Yr Budget	Yr end actuals	Variance	
	£	£	£	
Summary of Revenue Budget:				
Expenditure:				
Internal Charges (Expenditure)	122,700	148,745	(26,045)	(A)
Pay Related Costs	223,250	230,606	(7,356)	(A)
Premises Related Costs	43,800	46,777	(2,977)	(A)
Transport Related Costs	13,100	17,449	(4,349)	(A)
Supplies and Services	236,570	143,383	93,187	(F)
Third Party Payments (Contracted Out)	50,000	43,025	6,975	(F)
Total Expenditure	689,420	629,985	59,435	(F)
Income:				
Reimbursements & Contributions	29,200	1,994	(27,206)	(A)
Fees and Charges	740,350	730,634	(9,716)	(A)
Total Income	769,550	732,628	(36,922)	(A)
Total Bridport Harbour	80,130	102,643	22,513	(F)

Bridport Harbour Reserve (986847)	£	£	£	£
	B/f	Funding / Surplus In	In Year Spend	Balance
Balance b/f from 2024/25	195,793			
In year spend Asset Mgt			81,942	
Surplus In		102,643		
Emergency Directorate funding towards dredging		200,000	134,000	
End of year reserve predicted balance	195,793	302,643	215,942	282,494

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Harbours Advisory Committee

29 June 2026

Harbour Budget Monitoring Report 2026-27 For Review and Consultation

Cabinet Member:

Cllr J Andrews, Place Services

Local Councillor(s):

All Councillors

Senior Leadership Team:

J Britton, Executive Director for Place Services

Report author and job title:

Ed Carter, Dorset Councils Harbours Manager, James Radcliffe, Bridport and Lyme Regis Harbour Master, Claire Connolly, Weymouth Harbour Business Manager

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claire.connolly@dorsetcouncil.gov.uk

Statutory Authority: Weymouth Harbour Revision Order 2021, Local Legislation

Report status: Public

Executive summary

1. The purpose of the report is report is to set out the current budget forecasts and reserve balances for Dorset Councils Harbours for 2026/27. The financial summaries are given in the appendices.
2. **Recommendation(s)**
 - 2.1 That the Harbours Advisory Group note the 2026/27 budget monitoring figures and reserve balances for Dorset Councils harbours as at the end May 2026.
3. **Reason for the recommendation(s)**
 - 3.1 The Dorset Council Harbours Strategy and Business Plan provide comprehensive five year financial and investment framework that guides the future allocation and use of harbour budgets.
 - 3.2 Strategic goal number 4 of the harbour strategy is to maintain a balanced budget while building the capacity for ongoing investment in the harbours. The overarching aim is for Dorset's harbours to become financially self-sufficient, with the ability to manage and reinvest reserves to support strategic aims.

- 3.3 Regular budget monitoring and reporting to the Harbours Advisory Committee plays a key role in managing financial risks. This process ensures that income is reviewed against expectations and that any potential under or overspending is identified and addressed promptly.

4. **Bridport Harbour:**

- 4.1 Bridport Harbour budget forecast figures are given at Appendix 1; there is a budgeted surplus of £90,400.
- 4.2 A programme of works outlined in the Business Plan for 2026/27 will be funded from the reserve balance, which shows as an underspend in the revenue budget.
- 4.3 There are no other variances to budget at this stage.

5 **Lyme Regis Harbour:**

- 5.1 Lyme Harbour budget forecast figures are given at Appendix 2. There is a requirement to deliver a balanced budget, and any emerging cost pressures must be carefully managed to achieve a cost-neutral position.
- 5.2 There are currently no variances to the budget.

6 **Weymouth Harbour budget predicted surplus £537,293:**

- 6.1 Weymouth Harbour budget was originally set to deliver a year-end surplus of £603,300. The current forecast indicates a reduction in this surplus to £537,293.

6.2 Income: overall £13,217 adverse

- 6.3 A review of operating licences and associated berthing arrangements has resulted in a reduction in income. The review was necessary to ensure greater consistency and fairness across licence fees. This has given operators better flexibility in berthing arrangements.
- 6.4 This has meant that there are some commercial berths that are vacant and currently under offer.

6.5 Expenditure overall £52,790 adverse

- 6.6 Increases have been applied to a number of budget areas to better reflect actual costs, based on last year's outturn. These include insurance and vehicle maintenance recharges.
- 6.7 Parking expenditure has also been increased to align more closely with last year's outturn. This ensures consistency with previous costs and more accurately reflects the expenditure now known to the service.

7 Reserves Balances and Asset Management Plans

- 7.1 Any budgeted surpluses for all three harbours go into designated reserves. Any extra surplus at year-end will also be added to these reserves. Decisions on how to use the additional funds will be made at year-end based on priorities and financial needs.
- 7.2 Reserves balances are committed to delivering a programme of works aimed maintaining and improving harbour facilities. These investments are essential to protect income streams and support the strategic priorities outlined in the Dorset Harbours Strategy and Business Plan.
- 7.3 Bridport's opening reserve balance is £282,494. Of this reserve, there are further costs associated with the dredging relating to the storm damage. It is hoped that this will be funded from Emergency Flood Funds.
- 7.4 Lyme Regis does not currently have a balance in reserves.
- 7.5 The reserve balance for Weymouth is forecast to be £2.7 million. This is split into several separate reserves detailed in the financial plan at appendix 3.
- 7.6 The in-year spend includes works detailed in the business plan. Below are tables that list projects planned for 2026/27 and includes those that have been carried forward from 2025/26: These will be funded from reserves set aside for Asset Management and Developments and Projects.

Asset Management Plan	C/F (Y/N)
Refurbish Port Traffic Signals	Y (in progress)
Cargo Stage Enhancements	Y (in progress)
Replacement Steps (ferry steps area)	Y

Harbour Office Management Software	Y
Westwey Road Marina WC Improvements	Y (in progress)
Information boards / signage to Pleasure Pier / Commercial Area Walkway	Y
Replacement pontoons – Trinity Road	Y
CCTV – installation of ANPR commercial area	Y (in progress)
Replace Stone Pier Railings	Y (in progress)
Improvements to heating at harbour office shower facilities	Y (in progress)
Install Waste Pump Out	Y (in progress)
Replacement hot water cylinders	N
Replacement/repair access bridge / gangways	N (in progress)
Lease arrangement for harbour RIB	N
Electricity Management Software	N

Development and Projects
Building D – enhancements
Commercial Area enhancements on completion of the Weymouth Quay Regeneration Project
Commercial Area – slipway and scrubbing area – design stage
Marina replacement works – design stage, and tender process

- 7.7 Whilst reserves are currently healthy for Weymouth, over the next few years, several costly projects are scheduled as part of the business plan. Weymouth Harbour has extensive infrastructure that is expensive to maintain and replace so it is essential to recognise that these funds are required to support this level of work.

8 Financial Implications

The report covers harbour budgets. The summary information is presented under the standard corporate headings. Dorset Council has outlined its financial plans for Bridport, Lyme Regis, and Weymouth Harbours for the 2026/27 financial year, with a focus on maintaining safe, sustainable, and

economically viable operations. Revenue adjustments and any cost pressures have been considered when setting forecasts.

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

9 Legal considerations

This report has been reviewed and signed off by the Monitoring Officer and Section 151 Officer, confirming compliance with relevant legal and financial regulations. All proposed fees and use of reserves are in line with the Council's statutory powers and financial governance requirements.

10 Natural environment, climate & ecology implications

The Harbours' budgets 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.

11 Well-being and health implications

The harbour budget supports safe, well-maintained facilities that contribute to the well-being of harbour users, including local fishermen, recreational boaters, and visitors. Continued investment in infrastructure and services helps promote a safe working environment and supports the economic and social vitality of coastal communities.

12 Other implications

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

13 Risk implications

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

Current Risk: Low

Residual Risk: Low

14 Equalities

There are no equalities implications arising from this report

15 Appendices

Appendix 1 Bridport Harbour Financial Summary

Appendix 2 Lyme Regis Harbour Financial Summary

Appendix 3 Weymouth Harbour Financial Summary

16 Background papers

None

17 Report sign-off

This report has been through the internal report clearance process and has been signed off by the Director for Legal and Democratic (Monitoring Officer), the Executive Director for Corporate Development (Section 151 Officer) and the appropriate Portfolio Holder(s).

Appendix 1
Budget Monitoring Summary 2026/27 for Bridport Harbour
Harbours Advisory Committee 29 June 2026

	2026/27 Full Yr Budget £	2026/27 Prediction £	Variance £	
Summary of Revenue Budget:				
Expenditure:				
Internal Charges (Expenditure)	93,100	93,100	0	(F)
Pay Related Costs	270,600	270,600	0	(F)
Premises Related Costs	48,000	48,000	0	(F)
Transport Related Costs	13,400	13,400	0	(F)
Supplies and Services	243,600	186,600	57,000	(F)
Third Party Payments (Contracted Out)	60,000	60,000	0	(F)
Total Expenditure	728,700	671,700	57,000	(F)
Income:				
Reimbursements & Contributions	24,500	24,500	0	(F)
Fees and Charges	794,600	794,600	0	(F)
Total Income	819,100	819,100	0	(F)
Total Bridport Harbour (surplus)	90,400	147,400	57,000	(F)

Bridport Harbour Reserve (986847)	£ B/f	Surplus In	In year spend	Balance
Balance b/f from 2025/26	282,494			
In year spend Asset Management			117,000	
Surplus In		147,400		
Emergency dredging for storm damage			190,000	
End of year reserve balance	282,494	147,400	307,000	122,894

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Appendix 2**Budget Monitoring Summary 2026/27 for Lyme Regis Harbour****Harbours Advisory Committee 29 June 2026**

	2026/27 Full Yr Budget £	2026/27 Predicted £	Variance £	
Summary of Revenue Budget:				
Expenditure:				
Internal Charges (Expenditure)	38,500	38,500	0	(F)
Pay Related Costs	225,900	225,900	0	(F)
Premises Related Costs	43,700	43,700	0	(F)
Transport Related Costs	14,700	14,700	0	(F)
Supplies and Services	86,800	86,800	0	(F)
Third Party Payments (Contracted Out)	30,000	30,000	0	(F)
Total Expenditure	439,600	439,600	0	(F)
Income:				
Reimbursements & Contributions	500	500	0	(F)
Fees and Charges	439,100	439,100	0	(F)
Total Income	439,600	439,600	0	(F)
Total Lyme Regis Harbour	0	0	0	(F)
Lyme Regis Harbour Reserve (986988)				
	£			
Balance b/f from 2025/26	0			
2026/27 Transfer to Reserves	0			
Forecast at Year End	0			

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Appendix 3
Budget Monitoring Summary 2026/27 for Weymouth Harbour
Harbours Advisory Committee 29 June 2026

	2026/27 Full Yr Budget £	2026/27 Predicted £	Variance £	
Summary of Harbour Operational Budget:				
Expenditure:				
Pay related costs	808,021	808,021	0	(F)
Premises	185,458	185,325	133	(F)
Transport	4,163	4,163	0	(F)
Supplies and Services	201,178	218,401	(17,223)	(A)
Routine Maintenance	51,500	51,500	0	(F)
Service Recharges	138,500	138,500	0	(F)
Parking costs	271,400	307,100	(35,700)	(A)
Total Expenditure	1,660,220	1,713,010	(52,790)	(A)
Income:				
Rents and Licences	229,900	231,853	1,953	(F)
Recoverables	54,216	54,216	0	(F)
Commercial Activities	248,840	233,670	(15,170)	(A)
Leisure Activities	1,165,264	1,165,264	0	(F)
Parking	565,300	565,300	0	(F)
Total Income	2,263,520	2,250,303	(13,217)	(A)
Budgeted Surplus	603,300	537,293	(66,007)	(A)

Harbour Reserves Summary 2026/27

End of year reserve predicted balance	B/f	Surplus In	In year spend	Balance
Emergency and Contingency	636,969	100,000	480,000	256,969
Maintenance dredging	183,575	20,000	0	203,575
Pleasure Pier	176,551	10,000	0	186,551
Asset Management	1,133,370	100,000	265,000	968,370
Asset Management Projects c/f			620,750	(620,750)
Development and Project	2,010,030	373,300	695,000	1,688,330
Budget Monitoring (adverse)			(66,007)	66,007
	4,140,495	603,300	1,994,743	2,749,052

Reserves: Walls F&G Repairs	Balance b/f	In year	Balance
Year 2 of 3: funded from reserves	1,000,000	480,000	<u>1,480,000</u>

Reserves: Capital Receipts	Balance b/f	In year	Balance
	69,000	0	<u>69,000</u>

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Harbours Advisory Committee

29 June 2026

Coastline Cruises Berthing Fee Waiver Request Report

For Recommendation to Cabinet Member

Cabinet Member: Click or tap to enter a date.

Cllr J Andrews, Place Services

Local Councillor(s): All Councillors

Senior Leadership Team:

J Britton - Executive Director, Regeneration, Infrastructure and Growth

Report author and job title: Ed Carter – Dorset Council Harbours Manager & Weymouth Harbour Master

Email: ed.carter@dorsetcouncil.gov.uk

Statutory Authority: Weymouth Harbour Revision Order 2021 and the Lyme Regis, Bridport (West Bay), and Weymouth Harbour Revision Order 2026

Report status: Public Choose an item.

1. **Executive summary**

- 1.1 This paper has been prepared to allow members of the Harbours Advisory Committee to consider a request from Coastline Cruises/Weymouth Maritime Heritage Community Interest Company (CIC). The request relates to the potential introduction and application of a discretionary harbour fee waiver for two historic vessels currently operating from Weymouth Harbour: *My Girl* and *Enchantress*.

This document sets out the factual background to the request, recent changes to charging arrangements, and relevant operational and policy considerations.

2. **Recommendation**

- 2.1 That the members of the Harbours Advisory Committee recommend to the Cabinet Member for Place Services to either:
- deny the request for a discretionary harbour fee waiver
or
 - grant the request for a discretionary harbour fee waiver

3. **Reason for the recommendation**

- 3.1 Coastline Cruises, operating through Weymouth Maritime Heritage Community Interest Company (CIC), is requesting that Dorset Council consider granting a discretionary waiver of harbour charges for two vessels, *My Girl* and *Enchantress*, currently based and operating from Weymouth Harbour.

Specifically, the request seeks:

The full or partial waiver of harbour berthing and associated operating charges, over and above:

- The reductions already applied following the recent Operating Berth Licence review; and
- The discretionary 20% berthing fee discount currently applied to charity-owned vessels, and recently extended to Community Interest Companies.

4. The report

4.1 The vessels

My Girl and *Enchantress* are described by the applicant as the only surviving historic vessels currently operating from Weymouth Harbour. Both vessels continue to trade, offering passenger trips within the harbour and local coastal waters.

The vessels are now held within a Community Interest Company, established to secure their long-term preservation and operation for community benefit rather than private profit.

4.2 Historic and heritage context

The applicant states that both vessels have historic associations with maritime activity supporting the operation and protection of Portland Harbour during the Second World War, when the harbour functioned as a strategically important naval base. It is argued that few vessels connected with this period remain operational and that the continued presence of these boats provides a living link to Weymouth and Portland's wartime maritime history.

The request also highlights the contribution the vessels make to the traditional character and appearance of Weymouth Harbour and their role as working examples of historic fishing, harbour-working, and coastal craft.

4.3 Public benefit and current use

The vessels operate regular trips for residents and visitors, offering access to Weymouth Harbour from what is described as an authentic historic working

craft. The applicant considers this to provide an educational and heritage benefit alongside a contribution to the local tourism economy.

The continued operational use of the vessels is presented as a means of keeping maritime heritage active and visible, rather than confined to static display.

4.4 Financial position and operating costs

Harbour charges are identified by the applicant as the principal fixed operating cost affecting the vessels. Recent correspondence includes historic accounts from the vessels' previous operating company, Coastline Cruises Ltd, showing a cumulative loss.

The applicant states that, as heritage vessels operated for community benefit, income is variable and does not consistently offset fixed costs. It is suggested that without relief from harbour charges, the long-term maintenance and operation of the vessels within Weymouth Harbour may not be viable, and that removal from the harbour could result.

4.5 Operating Berth Licence review and recent fee changes

Weymouth Harbour has recently completed a review of Operating Berth Licences, of which Coastline Cruises is a licensee. The review identified inconsistencies in how fees were applied across operators, with some paying proportionally higher charges than others.

As part of that process, fees were realigned to improve fairness and consistency. As a result, Coastline Cruises' operating berth charges have reduced compared with previous years.

In addition, it has been agreed that, as a registered Community Interest Company, Coastline Cruises is eligible for the same discretionary 20% discount on berthing fees as charity-owned vessels. This discount is applied in addition to the reductions resulting from the Operating Berth Licence review.

The combined effect of these changes is a reduction in harbour charges when compared with those previously paid.

4.6 Charging framework, fairness, and precedent

The management of Weymouth Harbour is based on the principles of consistency, transparency, and fairness for all harbour users. Harbour charges are formally set, published, and reviewed annually through an established benchmarking process, with oversight and participation from the Harbours Advisory Committee. This framework is intended to ensure charges

are proportionate, defensible, and applied equitably across comparable classes of operator.

A consistent charging structure provides a level playing field for commercial operators, enabling businesses to operate according to their own models within a shared framework of rules, regulations, and fees. Harbour charges are not generally open to individual negotiation, as differential arrangements risk undermining both fairness and confidence in the system.

This approach aligns with the principles set out in the recent statement issued to commercial marine operators, which clarifies the Council's statutory responsibilities as Harbour Authority. As set out in that statement, Dorset Council's role is to ensure harbours are managed safely, lawfully, and efficiently. The Council is not authorised to control commercial competition between operators, nor to guarantee the viability of individual business models.

While officers recognise that different operators face different financial pressures, making bespoke arrangements based on individual circumstances introduces inherent inequity. If exceptions are made for one operator, fairness would require that similar consideration be given to others, each of whom may be able to advance their own justification for special treatment. Managing the harbour on this basis would not be sustainable and would undermine the consistency required to operate a busy commercial harbour effectively.

Members should also note that Coastline Cruises' charges have already been reviewed and reduced through formal mechanisms designed to address proportionality and fairness, and that the CIC discount has been applied in line with existing discretionary practice rather than through case-specific negotiation.

While the historic and cultural value of *My Girl* and *Enchantress* is acknowledged, members are invited to consider whether moving beyond established and published charging frameworks risks setting a precedent that could encourage further representations from other operators seeking individual adjustments to suit their own circumstances.

Members should note that wider proposals relating to potential heritage development or infrastructure investment (see Point 4.8) would be subject to separate consideration and do not in themselves provide a basis for altering established charging arrangements.

4.7 Supporting representations

Following the original request, the vessel owner has submitted further correspondence, copying in Lloyd Hatton MP. This correspondence includes letters of support from:

- National Historic Ships
- Weymouth Museum
- Weymouth Civic Society
- The office of Lloyd Hatton MP

These letters outline the organisations and representative's views on the heritage significance of My Girl and Enchantress and the value of retaining historic working vessels within Weymouth Harbour. Copies are provided as annexes to this paper.

4.8 Emerging proposals for heritage development and infrastructure

Following submission of the original request, the applicant has provided further correspondence outlining a broader concept for the potential development of Weymouth Harbour's maritime heritage offer.

This includes exploring:

- The potential for Weymouth Harbour to seek recognition as a registered Historic Harbour through the Maritime Heritage Trust and National Historic Ships UK;
- The possible development of infrastructure to support the care, preservation, and restoration of historic vessels, including opportunities linked to traditional skills, apprenticeships, and community initiatives;
- The potential for additional historic vessels, including the National Historic Ship Golden Vanity, to operate from the harbour;
- Improvements to existing mooring arrangements within the Coastline Cruises area, including the possible installation of short finger jetties to enhance accessibility and operational flexibility.

The correspondence also indicates that the applicant would be willing to investigate external funding opportunities to support such infrastructure and has expressed support in principle for the use of a lease arrangement for the relevant pontoon area as a potential delivery mechanism.

These proposals are currently conceptual and exploratory in nature, with further feasibility work, design development, and funding considerations yet to be undertaken. No formal application or detailed scheme has been submitted to the Harbour Authority at this stage.

Members are advised that these emerging proposals are separate from, and do not directly form part of, the current request for a discretionary harbour fee waiver, which relates specifically to the application of existing charging arrangements to the two vessels currently in operation.

5. **Alternative options considered**

5.1 None.

6. Legal considerations

6.1 Dorset Council acts as the Statutory Harbour Authority for Weymouth Harbour under the Weymouth Harbour Revision Order 2021 and related harbour legislation. In that role, the Council is legally responsible for ensuring that the harbour is managed safely, efficiently, and in compliance with applicable statutory duties, including the principles set out in the Port Marine Safety Code and wider public law.

6.2 The Council's powers as Harbour Authority extend to the regulation of navigation, safety, and the effective management of harbour space and infrastructure. They do not extend to regulating commercial competition between operators or guaranteeing the financial viability of individual businesses. The viability of commercial marine operations remains the responsibility of the operator.

6.3 Harbour charges are set, published, and reviewed through established governance arrangements, including annual benchmarking and oversight by the Harbours Advisory Committee. These charges must be applied in a manner that is fair, transparent, and non-discriminatory. While the Council retains discretion in the setting and application of harbour charges, any departure from published charging frameworks must be objectively justified, legally robust, and compatible with public law principles of fairness, consistency, and reasonableness.

6.4 Selective concessions or bespoke charging arrangements for individual operators may give rise to legal and governance risks, particularly where comparable operators are subject to different treatment. Such arrangements may also risk setting precedents that could undermine the Council's ability to demonstrate consistent and equitable management of the harbour.

6.5 Members should also have regard to the Council's duties under competition and administrative law, which require that decisions do not distort competition or confer an unfair advantage in the absence of a clear and defensible legal basis. Decisions that appear arbitrary, inconsistent, or not grounded in established policy may be susceptible to challenge.

6.6 In considering the request for a discretionary berthing fee waiver, members must therefore ensure that any decision taken is within the Council's statutory powers, aligned with its published charging framework, and capable of being applied consistently across the harbour user community.

7. Financial implications

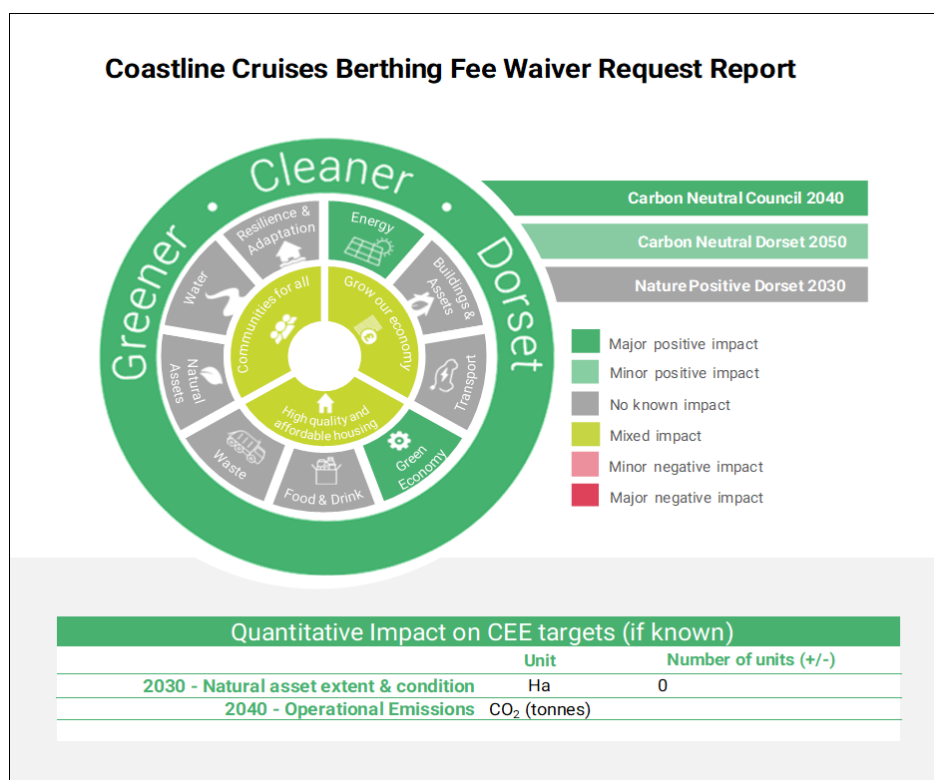
- 7.1 Harbour charges contribute to the funding required to operate, maintain, and manage Weymouth Harbour in a safe and efficient manner. Income from berth licences and harbour dues supports core harbour functions, including staffing, infrastructure maintenance, statutory compliance, and safety management.
- 7.2 Coastline Cruises' harbour charges have already been reduced following the recent Operating Berth Licence review, which realigned fees to improve proportionality and consistency across operators. In addition, the vessels now benefit from a discretionary 20% berthing fee discount applied to Community Interest Companies, consistent with the approach taken for charity-owned vessels.
- 7.3 Granting any further discretionary waiver or reduction in harbour charges would result in a loss of harbour income beyond that already taken into account within current budgets. While the financial impact of a single waiver may be limited in isolation, members should consider the potential cumulative impact should similar requests be made by other operators and granted on a comparable basis.
- 7.4 There is no budget provision specifically allocated for supporting individual commercial or community-based marine operations through fee waivers. Any reduction in income would therefore need to be absorbed within existing harbour budgets or offset through increased charges elsewhere, which may have implications for other harbour users.
- 7.5 Members may wish to consider the longer-term financial sustainability of the harbour when assessing the request, including the importance of maintaining a consistent and predictable income stream to support statutory harbour authority functions.

8. Natural environment, climate & ecology implications

- 8.1 The request relates solely to the level of harbour charges applied to two existing vessels currently operating from Weymouth Harbour. It does not seek any change to vessel operations, permitted activities, berthing locations, or operating patterns.
- 8.2 As such, there are no direct natural environment, climate, or ecological implications arising from the consideration of this request. The operation of the vessels remains subject to existing regulatory frameworks, including vessel certification, harbour byelaws, environmental protection legislation, and pollution prevention requirements.
- 8.3 Any decision made in relation to harbour charges would not alter the Council's ability to regulate environmental matters within the harbour, nor would it affect

compliance with existing environmental management practices or statutory duties relating to the marine and coastal environment.

- 8.4 The harbour authority's responsibilities in respect of environmental protection, climate resilience, and ecological safeguards remain unchanged regardless of the outcome of this request.



9. Well-being and health implications

- 9.1 The request relates to harbour charging arrangements only and does not propose any change to vessel operations, access arrangements, or the use of harbour space.
- 9.2 As such, there are no direct health or well-being implications arising from the consideration of this request. The operation of the vessels remains subject to existing safety standards, licensing requirements, and regulatory oversight to ensure the safety of passengers, crew, harbour users, and the public.
- 9.3 While the applicant highlights the cultural and heritage value of the vessels and their role in contributing to the local visitor experience, any broader community well-being considerations are indirect and must be balanced against the Council's responsibility to manage the harbour consistently and fairly for all users.
- 9.4 The Council's role in safeguarding health and well-being within the harbour environment remains focused on ensuring safe navigation, compliance with

safety regulations, and equitable access to harbour facilities, all of which are unaffected by the outcome of this request.

10. Other implications

10.1 None.

11. Risk implications

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

Current Risk: Medium

Residual Risk: Low

In overall terms, the level of risk associated with this matter is influenced by whether any decision would depart from the Council's established and published charging framework.

Decisions that maintain the application of charges in line with existing policy, governance arrangements, and agreed discretionary mechanisms carry a lower risk profile, as they align with established practice and are readily defensible.

By contrast, decisions that introduce additional case-specific concessions or bespoke arrangements increase exposure to governance, precedent, and reputational risks, particularly where comparable operators may seek similar consideration.

Members are therefore invited to have regard not only to the individual circumstances of this request, but also to the broader implications for consistency, transparency, and long-term harbour management.

12. Equalities

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

13. Appendices

13.1 Appendix One – NHS Letter of Support
 Appendix Two – Weymouth Museum Letter of Support
 Appendix Three – Weymouth Civic Society Letter of Support
 Appendix Four – Lloyd Hatton MP Letter of Support

14. Background papers

14.1 None.

15. Report sign-off

- 15.1 This report has been through the internal report clearance process and has been signed off by the Director for Legal and Democratic (Monitoring Officer), the Executive Director for Corporate Development (Section 151 Officer) and the appropriate Portfolio Holder(s).



14 April 2026

Ed Carter
Dorset Council
County Hall, Colliton Park
Dorchester
Dorset DT1 1XJ

Dear Mr Carter

As Director of National Historic Ships UK, the government funded advisory body charged with representing the interests of historic vessels, I am writing to request a review of the harbour fees paid by Coastline Heritage Cruises for the vessels *My Girl* and *Enchantress*, Weymouth Harbour's last operational historic passenger carrying craft. Both are listed on the National Register of Historic Vessels (NRHV) and have spent most of their working lives serving Weymouth. They are owned and operated by Coastline Heritage Cruises CIC, providing public tours of Weymouth's historic harbour and bay.

My Girl (NRHV No. 292) was built in 1931 as a pleasure launch before being requisitioned during the Second World War. She played a vital role operating from Weymouth and Portland carrying British and American troops, ammunition and supplies. Post service, she remained in Weymouth to provide pleasure trips around the bay – a role she continues to fulfil today. In 1994 and again in 2016, *My Girl* was awarded the Royal Artillery Pennant and remains the only vessel in the country to carry this Flag. She has featured in several TV programmes, articles and in the book 'Weymouth at War'.

Similarly, *Enchantress* (NRHV No. 3016), built in 1943 in Canada for Britain's Royal Navy, served Weymouth and Portland transporting troops and equipment. Her strengthened hull is evidence of her purpose-built role laying cables and chains, most likely for deploying barrage balloons. She remained in Weymouth to offer tours of the harbour alongside *My Girl*. She also has a significant Royal connection having been used by the Prince of Wales to complete his sea survival training in 2008.

Together, *My Girl* and *Enchantress* are the last surviving links of their kind to Weymouth's Second World War history and are considered both regionally and nationally significant. Historic vessels have huge potential to contribute to local public engagement and outreach programmes, attract tourism and investment to the area, regenerate waterfront spaces and create partnership opportunities. The recently formed CIC reflects the owner's commitment to operating the vessels for the benefit of the public, ensuring that Weymouth's wartime past is not forgotten.

My Girl and *Enchantress* have a proven track record as popular and unique attractions, selling some 3000 tickets a year to visitors and residents. However, the current sum of approximately £4,000 per annum, charged by the Council in harbour fees, represents a considerable threat to their survival as a fixed overhead. Whilst I recognise the current economic climate is difficult for all parties, I am asking the Council to revisit this fee with a view to removing it from their annual costs. This important gesture would demonstrate Council support for a unique heritage attraction.

With thanks for your consideration of this request.

Yours sincerely

Hannah Cunliffe
Director

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Weymouth Museum
39b St Thomas Street

Weymouth

DT48HE

11 April 2026

Weymouth Harbour Authority

Dorset Council

Dorchester

Dorset

Dear Sirs

I am writing on behalf of Weymouth Museum Trust to support the recent submission to Weymouth Harbour Authority by the Maritime Heritage Community Interest Company, trading as Coastline Cruises, regarding their request for a discretionary waiver of harbour fees.

The trustees of Weymouth Museum support this request. Coastline Cruises operates vessels which have operated continuously from Weymouth Harbour for over 80 years. These vessels represent a vital part of the town's maritime heritage, having contributed to Weymouth's WWII efforts as well as playing an ongoing role in supporting the local economy and tourism industry. As part of the objectives of Weymouth Museum we seek to preserve the history and heritage of the town, inspiring enjoyment, curiosity and pride in the history of Weymouth. The harbour and its vessels are integral to this. The origins of Weymouth go back to its importance as a trading port and as such vessels of a historic nature need to be protected and preserved for the future. Coastline Cruises is doing just that and hence we support its request for a discretionary waiver of harbour fees for these vessels.

The proposed waiver is intended to help secure the continued operation of historic vessels, including *My Girl* and *Enchantress*, both of which remain active and are greatly valued by residents and visitors alike. The museum is currently helping to discover the history of these boats. They are too valuable an asset to lose.

Yours sincerely

Marcia Pritchard.

Chairman of the Trustees of Weymouth Museum

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ENHANCING CIVIC LIFE SINCE 1944

HERITAGE | BUILDINGS | ENVIRONMENT | LIFESTYLE | CULTURE

Rob Hughes, Chair, Harbours Advisory Committee, Dorset Council
Ed Carter, Harbour Master, Weymouth Harbour

19 April 2026

Dear Mr Hughes and Mr Carter,

I am Chairman of Weymouth Civic Society, a local charity that operates Nothe Fort and Tudor House, popular heritage attractions on the southern side of Weymouth Harbour.

I am writing to express our support for Coastline Cruises, a local maritime heritage community interest company, being exempted from paying mooring fees in Weymouth Harbour in respect to its two historic vessels, My Girl and Enchantress.

We support the proposition on both a specific and broad basis.

Specifically, the two vessels have been associated with Weymouth Harbour for 80 years. They are as much as part of the town's heritage as our two museums. Our charitable aims registered with the Charity Commission lead us to support all of the town's historical inheritance. As a boat owner and last Chairman of Weymouth Harbour Board under Weymouth & Portland Borough Council, I understand how costly it is to maintain a recently built vessel to a commercial rating. My Girl and Enchantress are listed on the National Historic Ships Register. Maintaining historic vessels to pass all relevant certifications and present them to a good visual standard is hard and expensive. It is a labour of love, rather than a true commercial venture. Weymouth Civic Society requests that Weymouth Harbour, which is under the custodianship of Dorset Council but owned by the people of Dorset will support the viability of the community's last two remaining heritage vessels by waiving harbour fees.

More broadly, much of Weymouth's economy is tourism related. Our visitors, as well as of course residents, love to see well-maintained historic vessels moored in Weymouth Harbour. We therefore go further than requesting assistance for My Girl and Enchantress and ask that a preferential pricing policy is created to encourage any vessel listed on the National Historic Ships register to visit or permanently moor in Weymouth Harbour, as long as they continue to be well maintained and pass all relevant certifications.

Many thanks for your attention.

Yours sincerely,

A handwritten signature in dark ink, appearing to read "James", written in a cursive style.

James Farquharson

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Weymouth Harbour Authority
Dorset Council
Dorchester
Dorset

6 May 2026

Dear Weymouth Harbour Authority,

I am writing to support the Maritime Heritage Community Interest Company's recent request for a discretionary waiver of harbour fees.

I was contacted by the local Company who explained their role in continuing to showcase Weymouth's rich maritime history and contribute to the towns tourism offer. Historic vessels like *My Girl* and *Enchantress* are well known to people in Weymouth and visitors.

However, I have been told that high operational costs are putting these historic vessels at risk. The discretionary waiver requested would be welcome and help secure the future of these historic vessels and allow them to continue to operate. I believe there are significant cultural and economic benefits to supporting the historic vessels, for the harbour and Weymouth as a whole.

For these reasons, I would be grateful for the Maritime Heritage Community Interest Company's request to be given full and proper consideration.

Yours sincerely

Lloyd Hatton MP

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Harbours Advisory Committee

29 June 2026

Marine Compliance and Enforcement Policy Report

For Recommendation to Cabinet Member

Cabinet Member:

Cllr J Andrews, Place Services

Local Councillor(s): All Councillors

Senior Leadership Team:

J Britton, Executive Director for Place Services

Report author and job title: Ed Carter – Dorset Council Harbours Manager and Weymouth Harbour Master

Email: ed.carter@dorsetcouncil.gov.uk

Statutory Authority: Weymouth Harbour Revision Order 2021 and the Lyme Regis, Bridport (West Bay), and Weymouth Harbour Revision Order 2026.

Report status: Public [Choose an item.](#)

Executive summary

1. This report presents the draft Marine Compliance and Enforcement Policy for Dorset Council's statutory harbours. The Policy sets out how the Council will regulate harbour activities, promote compliance, and apply enforcement consistently across Lyme Regis, Bridport (West Bay) and Weymouth. It aligns with Dorset Council's corporate enforcement principles and national regulatory standards and has been developed in response to a PMSC audit finding which identified the need for a more specific marine-focused enforcement framework.
2. **Recommendation**
 - 2.1 That the Harbours Advisory Committee consider the Marine Compliance and Enforcement Policy and recommend it to the Cabinet Member for Place Services for adoption.
3. **Reason for the recommendation**
 - 3.1 A recent PMSC audit highlighted that, although Dorset Council maintains a corporate General Statement of Enforcement Policy, a marine-specific

enforcement policy was required to ensure clarity, proportionality and consistency when regulating harbour activities. The new Policy provides this framework, setting out enforcement principles, powers and processes tailored to the marine environment and the statutory duties of the Harbour Authority. Adoption of the Policy strengthens compliance with the PMSC and supports safe, fair and effective harbour management.

4. The report

- 4.1 Dorset Council, as Statutory Harbour Authority for Bridport (West Bay), Lyme Regis and Weymouth, has duties relating to safe navigation, environmental protection and efficient harbour management. The Marine Compliance and Enforcement Policy has been developed to clearly articulate how the Council will discharge these responsibilities and regulate harbour activities through local legislation, General Directions, Special Directions and national marine law.
- 4.2 The Policy aligns directly with the Council's corporate enforcement principles, such as consistency, proportionality and transparency, as well as statutory frameworks including the Regulators' Code and the Legislative and Regulatory Reform Act 2006. It sets out an approach that prioritises education, dialogue and support for harbour users while ensuring that proportionate enforcement options remain available where required.
- 4.3 Development of this Policy responds to a finding from a recent PMSC audit, which identified the need for a more specific marine-focused enforcement document to supplement the Council's general corporate enforcement policy. By clearly defining expectations and the enforcement tools available, the Policy strengthens Dorset Council's Marine Safety Management Systems and supports ongoing PMSC compliance.
- 4.4 The Policy describes the range of enforcement actions available to the Harbour Authority and the considerations that determine their use, including risk, seriousness, intent and public interest. This ensures that enforcement is applied fairly, consistently and in a manner proportionate to the harm or risk presented.
- 4.5 Finally, the Policy sets out the local statutory instruments relevant to each harbour, including the Weymouth Harbour Revision Order 2021, the new Lyme Regis, Bridport (West Bay) and Weymouth Harbour Revision Order 2026, and the use of General and Special Directions. Adoption of the Policy will provide clarity for both officers and harbour users while enhancing safety, compliance and accountability across all Dorset Council harbours.

- 4.6 The draft Marine Compliance and Enforcement Policy can be seen at Appendix One.

5. **Alternative options considered**

- 5.1 None.

6. **Legal considerations**

- 6.1 Dorset Council is the Statutory Harbour Authority for Weymouth, Bridport (West Bay) and Lyme Regis and is legally responsible for ensuring safe navigation, environmental protection and proper regulation of harbour activities. This Policy reflects the enforcement powers available under multiple statutory instruments, including the Harbours Act 1964, the Harbours, Docks and Piers Clauses Act 1847, the Dangerous Vessels Act 1985, and relevant Merchant Shipping legislation.

- 6.2 The Policy also operates under, and must be consistent with, the Council's corporate General Statement of Enforcement Policy, as well as national frameworks such as the Regulators' Code (2014) and the Legislative and Regulatory Reform Act 2006. These set out the required principles of fairness, proportionality, accountability and transparency, which the Harbour Authority must follow when applying regulatory or enforcement measures.

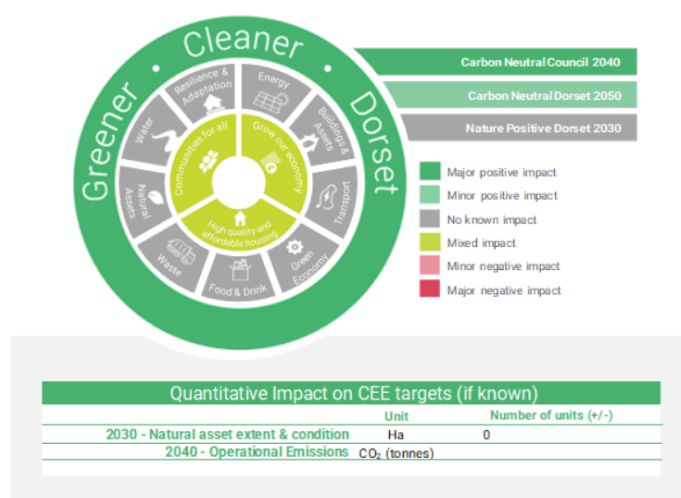
- 6.3 By adopting a clear marine-specific enforcement policy, the Council strengthens its compliance with the Ports & Marine Facilities Safety Code, which expects harbour authorities to maintain appropriate and documented enforcement arrangements. Failure to do so could create legal risk, particularly in relation to demonstrating due diligence following incidents or enforcement challenges.

7. **Financial implications**

- 7.1 There are no new financial implications arising from the adoption of the Marine Compliance and Enforcement Policy. The policy formalises existing enforcement powers, principles and processes already available to harbour staff under current legislation and corporate enforcement frameworks. All compliance, engagement and enforcement activity will be undertaken within existing service budgets.
- 7.2 While the Policy clarifies the potential use of tools such as written warnings, investigations and prosecutions, these activities are already part of the Harbour Authority's statutory functions. Any costs associated with enforcement action will therefore continue to be managed within current operational resources, with prosecution costs pursued in line with established Council procedures where appropriate.

8. Natural environment, climate & ecology implications

- 8.1 There are no climate implications linked to the subject of this report. However, the Harbours aim to meet the targets of the Dorset Council Climate and Ecological Emergency Strategy. Adopted by Dorset Council in July 2021, the Climate and Ecological Emergency Strategy sets 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.



9. Well-being and health implications

- 9.1 There are no wellbeing and health implications resulting from the subject of this report. However, established safety management systems at the harbours support the ongoing health and well-being of harbour users and harbour employees.

10. Other implications

- 10.1 None.

11. Risk implications

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

Current Risk: Medium

Residual Risk: Low

12. Equalities

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

13. **Appendices**

13.1 Appendix One - Marine Compliance & Enforcement Policy

14. **Background papers**

14.1 None.

15. **Report sign-off**

15.1 This report has been through the internal report clearance process and has been signed off by the Director for Legal and Democratic (Monitoring Officer), the Executive Director for Corporate Development (Section 151 Officer) and the appropriate Portfolio Holder(s).

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Dorset Council Harbours

Marine Compliance and Enforcement Policy

Introduction

Dorset Council is the Statutory Harbour Authority for the three Dorset Council Harbours of Bridport (West Bay), Lyme Regis and Weymouth. The Council has the duty to conserve, maintain and improve each harbour for recreation, safe navigation and the protection of the marine environment and amenity areas. Harbour authorities are responsible for managing and running safe and efficient harbours, with responsibilities towards the safety of vessels and people, efficient navigation and protection of the harbour environment.

To meet these responsibilities effectively, Dorset Council regulates harbour use within its jurisdiction by means of Harbour Revision Orders and General Directions (where in force), Special Directions, byelaws and national legislation (including the Harbours Act 1964, the Harbours, Docks and Piers Clauses Act 1847, the Dangerous Vessels Act 1985 and relevant Merchant Shipping legislation).

It is a condition of use of Dorset Council Harbours that harbour users take reasonable steps to ensure they are aware of, and comply with, applicable laws, Harbour Revision Orders, General Directions, Special Directions, byelaws, notices, licence conditions and other requirements relevant to their activities, consistent with the general duties placed on mariners when navigating and operating within statutory ports.

While harbour staff may provide advice and guidance where appropriate, a lack of awareness of applicable requirements will not prevent enforcement action where this is justified.

This Policy sets out the Statutory Harbour's approach to achieving compliance and the general principles and enforcement options available. Nothing in this Policy limits the Harbour Authority's ability to take immediate or formal enforcement action where required to protect life, property, navigational safety, the environment, or to ensure the safe and efficient use of the harbour.

Alignment with Dorset Council Enforcement Policy

This Marine Compliance and Enforcement Policy operates under and is supplemented by the Dorset Council General Statement of Enforcement Policy (GSoEP). It aligns with the seven corporate enforcement principles: Consistency, Openness, Helpfulness, Proportionality, Targeting, Accountability, and Transparency, and with national statutory frameworks including the Regulator's Code 2014 and the Legislative and Regulatory Reform Act 2006. All enforcement actions taken under this policy will reflect these principles and Dorset Council's corporate approach to enforcement.

Better Regulation

Where Dorset Council undertakes compliance activity, it will work in accordance with the Regulators' Code and the Legislative and Regulatory Reform Act 2006. Regulators within the scope of the Code share a common purpose, to regulate for the protection of the vulnerable,

Harbours Advisory Committee – 29th June 2026

Marine Compliance and Enforcement Policy Report – Appendix One

the environment and other objectives. The Code promotes proportionate, consistent and targeted regulatory activity through transparent and effective dialogue with those regulated. The Statutory Authorities harbours will be guided by the Code's principles and will:

- carry out activities in a way that supports those that are regulated to comply
- provide straightforward ways to engage with those that are regulated and hear their views
- base regulatory activities on risk
- share information about compliance and risk
- ensure clear information, guidance and advice are available to help those that are regulated to meet their responsibilities to comply
- ensure our approach to regulatory activities is transparent

Principles of Enforcement

Dorset Council Harbours recognise that most harbour users comply with the regulations and controls that affect them. This understanding is informed by operational experience, monitoring activity, and the review of accident, incident and non-compliance reports. We will continue to work with harbour users to ensure they understand the rules that apply to their activities and the rationale for regulation. Harbour staff may consider dialogue, education and persuasion as part of their response to certain contraventions; however, ignorance of the law or harbour regulation is not a defence.

Where harbour users are not aware of applicable rules and where minor, low-risk non-compliance is identified, harbour staff may, where appropriate, assist with advice and raise awareness as an initial step toward achieving compliance.

Where a breach is serious, deliberate, repeated, or has resulted in harm or significant risk, enforcement action including formal warnings, statutory notices or prosecution may be taken without prior informal intervention.

We will carry out our duties in a fair, equitable, evidence led and consistent manner and seek to be clear, open and helpful in our approach to enforcement. Legal powers will be used proportionately and appropriately to safeguard public safety, navigational safety, vessels, property and the environment. The safety of residents, harbour users and visitors, and the safe and efficient operation of the harbour, will be the primary consideration in any enforcement action.

The Harbour Master and authorised officers are empowered to exercise statutory enforcement powers, including the issuing of directions, the gathering of evidence, and the conduct of interviews in accordance with the Police and Criminal Evidence Act 1984 (PACE) and associated Codes of Practice, where applicable.

Dorset Council Harbours will work closely with the Police, Maritime and Coastguard Agency, Marine Management Organisation and other relevant enforcement bodies, and will refer matters or undertake joint working where jurisdiction or seriousness requires.

Harbours Advisory Committee – 29th June 2026

Marine Compliance and Enforcement Policy Report – Appendix One

Dorset Council Harbours will focus on securing compliance with harbour legislation and directions through evidence led, proportionate, risk-based enforcement. Any action taken will be appropriate to the nature and seriousness of the breach and the risks presented.

In taking enforcement decisions, we will seek to avoid unnecessary burdens on compliant users, while ensuring that non-compliance is addressed effectively. Enforcement resources will be targeted to areas of greatest need, and liaison with other enforcement agencies will be undertaken where joint working is appropriate.

Enforcement Action

Dorset Council Harbours will endeavour to achieve compliance through education, advice and guidance wherever possible. Where this has not been successful, we will use appropriate and proportionate action (including enforcement if necessary). The range of tools we may use include:

Verbal Guidance / Warning

Verbal guidance may be provided when a minor infringement is detected. This approach reminds persons of relevant regulations and rules.

Official Written Warning

Where there is evidence of an alleged offence, suspected offence, or other non-compliance but it is not appropriate to commence formal prosecution proceedings, an official written warning may be sent to the regulated person(s), outlining the alleged offending, when it occurred and which regulation(s) were breached. It will also set out that the matter could be subject to prosecution should the same behaviour occur in future.

Prosecution

A prosecution may be commenced where the matter is too serious or not suitable for another form of disposal such as an official written warning, advisory letter or verbal guidance. Dorset Council prosecutions follow the Code for Crown Prosecutors and the Full Code Test, considering evidential sufficiency and the public interest.

Use of PACE and Statutory Cautions

Where an alleged offence may lead to criminal proceedings, Dorset Council Harbours will conduct interviews and gather evidence in accordance with the Police and Criminal Evidence Act 1984 (PACE) and associated Codes of Practice. This ensures that any evidence obtained is fair, admissible, and compliant with the rights of individuals.

A PACE caution may be given where an authorised officer has reasonable grounds to suspect that a person has committed a criminal offence and intends to ask them questions that could be used in evidence. The purpose of the caution is to ensure that the person understands their rights and the implications of providing information.

Alignment with Dorset Council Enforcement Principles

GSoEP Principle	Marine Policy Application
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Marine Compliance and Enforcement Policy Report – Appendix One

Consistency	Uniform enforcement standards across Weymouth, Bridport (West Bay) and Lyme Regis.
Openness	Publish enforcement decisions and summaries on the Dorset Harbours webpages.
Helpfulness	Prioritise advice and informal resolution before formal action wherever safe and appropriate.
Proportionality	Match enforcement severity to risk, harm, intent and repetition.
Targeting	Focus on higher-risk, non-compliant activities (e.g., pollution, unsafe operations).
Accountability	Record decisions and outcomes; report annually to the Harbours Advisory Committee.
Transparency	Clearly communicate processes, rights to challenge/appeal, and contact points.

Sufficiency of Evidence Test

Dorset Council will only commence a prosecution where there is a realistic prospect of conviction based on the available evidence and where prosecution is considered to be in the public interest, in accordance with the Code for Crown Prosecutors.

Public Interest Test

Where there is sufficient evidence to justify a prosecution, Dorset Council must consider whether a prosecution is required in the public interest. In assessing the public interest each case will be considered on its own facts and merits. Common public interest factors include:

- the seriousness of the offence
- the impact of the offending on the environment (including wildlife) and the public, having regard to objectives of protected areas where applicable
- the financial benefit to the offender or other financial aspects, including impact on other legitimate operators
- whether the offence was committed deliberately or officers were obstructed during their duties or any investigation
- the previous actions and enforcement record of the offender
- the attitude of the offender including any action taken to rectify or prevent recurrence
- prevalence or difficulty of detection of the offence and the deterrent effect of making an example of the offender.

A prosecution is less likely to be appropriate if:

- the seriousness and consequences of the offending can be appropriately dealt with by an out-of-court disposal which the person(s) accepts
- the offence was committed as a result of a genuine mistake or misunderstanding

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- the financial gain or disturbance to sensitive marine habitat is minor and the incident is isolated (particularly if caused by misjudgment)
- there has been a long delay between the offence and proposed proceedings, unless unavoidable or due to particular circumstances
- the person(s) played a minor role in the commission of the offence; or
- the suspect is, or was at the time of the offence, suffering from a relevant and significant disability or health problem or other disadvantage.

Local Instruments and Applicability

Weymouth Harbour

The Weymouth Harbour Revision Order 2021 consolidates and modernises statutory harbour powers and confers the power on Dorset Council to give General Directions (articles 21–24) and on the Harbour Master to give Special Directions. General Directions were brought into force in March 2024 and apply to the entire harbour and Harbour Premises. Harbour users must comply with General Directions, Special Directions, and applicable byelaws (including historic Weymouth Harbour Byelaws).

Bridport (West Bay) and Lyme Regis Harbours

The Lyme Regis, Bridport (West Bay) and Weymouth Harbour Revision Order 2026 consolidates and modernises statutory harbour powers and confers the power on Dorset Council to give General Directions (articles 21–24) and on the Harbour Master to give Special Directions. General Directions for the ports of Lyme Regis and Bridport (West Bay) are being created, and until such time as these new General Directions come into force and this Policy is updated to reflect the changes, Dorset Council continues to exercise powers under existing local legislation and national legislation, with Special Directions available to the Harbour Master where incorporated.

General Directions

For Weymouth Harbour, Dorset Council has given the Weymouth Harbour General Directions 2024 regulating the use of the harbour, including movement, mooring and unmooring, equipment and manning of ships, and environmental protections. These are published and kept under review and have effect across the harbour as specified.

Special Directions (Sections 52–53, Harbours, Docks and Piers Clauses Act 1847)

The Harbour Master may give Special Directions to vessels or persons within harbour limits, including directions on when and how vessels may enter or navigate within the harbour and where and how they may moor. Special Directions deal with matters of immediate concern and may be oral instructions. Powers may be expressed to allow directions to classes of vessels or all vessels in an emergency, subject to the applicable local incorporation.

Dangerous Vessel Directions (Dangerous Vessels Act 1985)

The Harbour Master may give directions prohibiting the entry into, or requiring the removal from, the harbour of any vessel if, in their opinion, the condition of that vessel, or the nature

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or condition of anything it contains, is such that its presence might involve a grave and imminent danger to persons or property or present a grave and imminent risk of obstruction to navigation. Directions must have regard to all the circumstances and to the safety of any person or vessel.

Charges and Recovery of Charges

Harbour charges are recoverable as a debt in any court of competent jurisdiction, and local Harbour Revision Orders and legislation may confer liens, deposits and related powers. Dorset Council may refuse to permit the sailing of vessels where charges remain unpaid, in accordance with applicable instruments.

Where appropriate, Dorset Council may seek recovery of investigation and prosecution costs and any applicable damages, in accordance with court powers and relevant legislation.

Standard Scale of Fines (England & Wales – current maxima)

The following are the current maxima for fines on the standard scale applicable to summary offences:

Scale Level	Maximum Fine (England & Wales)
1	£200
2	£500
3	£1,000
4	£2,500
5	£5,000 – Unlimited*

**For offences committed before 12 March 2015, and unlimited for offences committed after that date.*

Note: Certain maritime pollution offences under Merchant Shipping legislation now carry unlimited fines on summary conviction in England and Wales. Courts determine actual fines with regard to Sentencing Council guidelines and offender means.

References / Legal Sources

- Weymouth Harbour Revision Order 2021
- Weymouth Harbour General Directions 2024
- Lyme Regis, Bridport (West Bay) and Weymouth Harbour Revision Order 2026
- Harbour Orders Public Register (Marine Management Organisation)
- Harbours Act 1964 (as amended)
- Harbours, Docks and Piers Clauses Act 1847
- Dangerous Vessels Act 1985
- Merchant Shipping Act 1995 and associated pollution prevention regulations (MARPOL)
- Regulators' Code (2014)
- Legislative and Regulatory Reform Act 2006
- Code for Crown Prosecutors (2018)

Nothing in this Policy shall override or prejudice the application of Harbour Byelaws, General Directions, Special Directions, statutory powers, licence conditions, terms and conditions, or other applicable legislation.

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Harbours Advisory Committee

29 June 2026

Marine Safety Management System Report For Review and Consultation

Cabinet Member: Click or tap to enter a date.

Cllr J Andrews, Place Services

Local Councillor(s): All Councillors

Senior Leadership Team:

J Britton - Executive Director, Regeneration, Infrastructure and Growth

Report author and job title: Ed Carter – Dorset Council Harbours Manager & Weymouth Harbour Master

Email: ed.carter@dorsetcouncil.gov.uk

Statutory Authority: Weymouth Harbour Revision Order 2021 and the Lyme Regis, Bridport (West Bay), and Weymouth Harbour Revision Order 2026

Report status: Public Choose an item.

1. Executive summary

- 1.1 This report presents the updated Marine Safety Management Systems (MSMS) and associated Operational Information for Dorset Council's three statutory harbours: Bridport (West Bay), Lyme Regis, and Weymouth. The MSMS documents for all three harbours have recently been comprehensively reviewed, restructured and updated to align with the Port and Marine Facilities Safety Code (PMSC), as revised in April 2025.

The revised MSMS format follows the structure and terminology of the current PMSC and its Guide to Good Practice, ensuring clear alignment between national requirements and local governance, policy, risk management and operational control. The documents set out how Dorset Council, as Statutory Harbour Authority, discharges its duties to ensure safe navigation, protect the environment and manage marine operations in a proportionate, risk-based and transparent manner.

2. Recommendation(s)

- 2.1 That the members of the Harbours Advisory Committee note the re-structuring of the Marine Safety Management Systems.

3. Reason for the recommendation(s)

- 3.1 The Marine Safety Management Systems for Bridport (West Bay), Lyme Regis, and Weymouth have recently been re-structured to align with the revised Port and Marine Facilities Safety Code (April 2025), improving clarity, consistency and transparency while maintaining a risk-based approach to marine safety.

Presenting the updated MSMS documents to the Harbours Advisory Committee provides Members with visibility of how Dorset Council continues to discharge its statutory harbour authority duties and demonstrate ongoing compliance with national marine safety standards.

4. The report

- 4.1 Dorset Council, as Statutory Harbour Authority for Bridport (West Bay), Lyme Regis, and Weymouth is required to operate and maintain effective MSMS in accordance with the PMSC. The MSMS provides the formal framework through which marine safety is governed, risks are identified and managed, statutory powers are exercised, and assurance is provided to the Duty Holder.
- 4.2 The Marine Safety Management Systems for all three harbours have recently been re-structured and updated to align with the revised PMSC, issued in April 2025. This work has focused on formatting, structure and clarity rather than introducing fundamental changes to how marine safety is managed operationally. The revised documents now mirror the structure and terminology of the Code, making the relationship between national requirements and local arrangements clearer and more transparent.
- 4.3 Although the documents are port-specific, the re-structuring has been undertaken on a consistent cross-harbour basis. This ensures that Dorset Council applies a coherent and uniform approach to marine safety governance, risk management, assurance and reporting, while still allowing each harbour's MSMS to reflect its individual operational characteristics, scale and activity profile.
- 4.4 Each MSMS clearly sets out the governance arrangements required by the PMSC, including the identification of the Duty Holder, the appointment and role of the Designated Person, and the responsibilities of the Harbour Master. The documents describe how marine safety accountability is maintained within Dorset Council's wider governance framework, including the role of the Harbours Advisory Committee.
- 4.5 The MSMS documents also consolidate and clearly reference the statutory powers and duties available to the Harbour Authority, including local legislation, Harbour Revision Orders, Directions and byelaws. This ensures that decisions relating to navigation safety, enforcement, emergency response

and conservancy are demonstrably grounded in appropriate legal authority and applied in a proportionate, risk-based manner.

- 4.6 A key element of the MSMS is the formal risk assessment process. The revised documents describe how hazards are identified, evaluated and controlled through formal safety assessments, dynamic risk assessment and continuous review. Risk management is linked directly to operational controls, incident reporting, emergency planning and the application of local Directions, ensuring that marine safety arrangements remain live, responsive and proportionate.
- 4.7 The structure of the MSMS clearly distinguishes between the core management system and supporting freestanding and second-tier plans, such as Oil Spill Contingency Plans, Emergency Plans, Port Waste Management Plans, Pilotage Directions and conservancy inspection regimes. This makes it easier for officers, auditors and stakeholders to understand how supporting plans fit within the wider safety management framework.
- 4.8 The re-structured MSMS document for Bridport (West Bay) harbour was reviewed during the recent Port Marine Safety Code audit, where it was assessed directly against the revised Code. The audit confirmed that the MSMS was fully compliant with the PMSC, providing independent assurance that the revised structure and content meet national expectations. The Lyme Regis and Weymouth MSMS documents have been updated on the same basis.
- 4.9 The Marine Safety Management Systems are subject to ongoing review and assurance, including annual internal review, independent audit by the Designated Person, regular reporting to the Duty Holder, and statutory three-yearly compliance submissions to the Maritime and Coastguard Agency. The re-structuring of the MSMS supports these processes by improving clarity, auditability and transparency.
- 4.10 Due to the large file sizes of the documents, links to all three MSMS are provided here:
 - [Bridport \(West Bay\) Harbour MSMS & Operational Information 2026](#)
 - [Lyme Regis Harbour MSMS & Operational Information 2026](#)
 - [Weymouth Harbour MSMS & Operational Information 2026](#)

5. **Alternative options considered**

- 5.1 None.

6. **Legal considerations**

- 6.1 Dorset Council is the Statutory Harbour Authority for Bridport (West Bay), Lyme Regis and Weymouth, and is legally required to operate in accordance with the Port and Marine Facilities Safety Code. Maintaining an up-to-date Marine Safety Management System is a key mechanism for demonstrating compliance with the Code and for evidencing the proper discharge of the Harbour Authority's statutory duties.

The re-structuring of the Marine Safety Management Systems aligns the documentation more closely with the revised PMSC (April 2025) and does not introduce new legal powers or obligations. Instead, it improves clarity, transparency and auditability, thereby strengthening the Council's ability to demonstrate due diligence and compliance with existing legal and regulatory requirements.

7. Financial implications

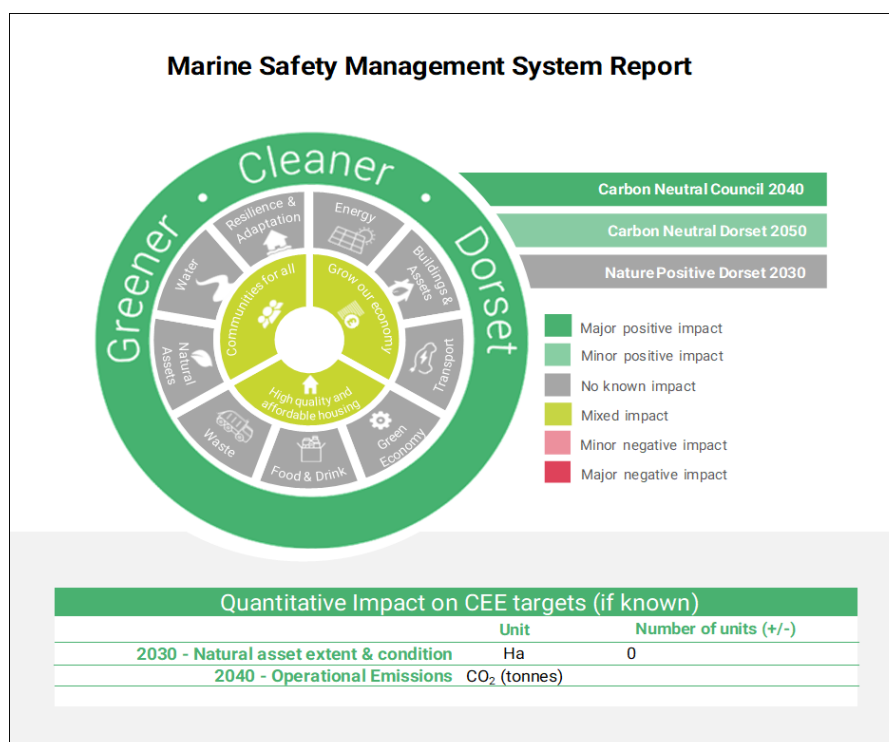
- 7.1 There are no new financial implications arising from the re-structuring of the Marine Safety Management Systems for Bridport (West Bay), Lyme Regis and Weymouth. The work relates to the re-formatting and alignment of existing documentation with the revised PMSC and does not introduce new operational requirements, staffing arrangements or capital expenditure.

All marine safety, compliance, audit and assurance activities associated with the MSMS are already part of Dorset Council's statutory harbour authority functions and will continue to be delivered within existing budgets and resources.

8. Natural environment, climate & ecology implications

- 8.1 There are no direct climate, ecological or environmental impacts arising from the re-structuring of the Marine Safety Management Systems, as the changes relate to documentation format and alignment with the revised Port and Marine Facilities Safety Code rather than to operational activity.

Effective and up-to-date Marine Safety Management Systems support the Harbour Authority's wider environmental and conservancy duties, including pollution prevention, safe navigation, protection of sensitive coastal areas and effective emergency response. The MSMS framework therefore continues to contribute positively to sustainable harbour management and aligns with Dorset Council's broader objectives in relation to the Natural Environment, Climate and Ecology Strategy, without introducing additional impacts.



9. Well-being and health implications

- 9.1 There are no direct well-being or public health implications arising from the re-structuring of the Marine Safety Management Systems, as the changes relate to documentation structure and alignment with the revised Port and Marine Facilities Safety Code rather than to operational activity.

Effective and clearly documented Marine Safety Management Systems support the ongoing health, safety and well-being of harbour users, visitors, commercial operators and harbour staff by providing robust arrangements for safe navigation, risk management, incident response and emergency preparedness across all three harbours.

10. Other implications

- 10.1 None

11. Risk implications

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

Current Risk: Low

Residual Risk:Low

12. Equalities

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

13. Appendices

13.1 None.

Due to the large file sizes of the documents, links to all three MSMS are provided here:

- [Bridport \(West Bay\) Harbour MSMS & Operational Information 2026](#)
- [Lyme Regis Harbour MSMS & Operational Information 2026](#)
- [Weymouth Harbour MSMS & Operational Information 2026](#)

14. Background papers

14.1 None.

15. Report sign-off

15.1 This report has been through the internal report clearance process and has been signed off by the Director for Legal and Democratic (Monitoring Officer), the Executive Director for Corporate Development (Section 151 Officer) and the appropriate Portfolio Holder(s).

Harbours Advisory Committee Forward Plan – June 2026

For the period June 2026 – September 2026

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 standing items for the meeting, which are shown in the table below.

Harbours Advisory Committee Members

Cllr Rob Hughes	Chair
Cllr Sarah Williams	Vice-Chair
Cllr Sally Holland	
Cllr David Northam	
Cllr Gary Suttle	
Cllr Peter Dickenson	
Richard Tinsley	
Mark Saxby	
Mark Roberts	
Lee Hardy	

STANDING ITEMS

Subject / Decision	Decision Maker	Decision Due Date	Consultation	Background documents	Member / Officer Contact
Harbour Masters' Update/PMSC Issues Separate reports to consider the ongoing activity of the Harbour Offices and any Port Marine Safety Code issues. Key decision – No Public Access - Open	Cabinet member for Place Services	N/A	Designated Person and Harbour users	None	Cabinet Member for Place Services Chair of Harbours Advisory Committee <i>Lead Officers – James Radcliffe, Bridport and Lyme Regis Harbour Master</i> james.radcliffe@dorsetcouncil.gov.uk <i>Ed Carter, Dorset Council Harbours Manager & Weymouth Harbour Master</i> Ed.Carter@dorsetcouncil.gov.uk
Harbours Consultative Groups To receive key points from recent Harbour Consultative Group meetings (Weymouth quarterly, Bridport & Lyme in Oct, Mar, & Jun). Key decision – No Public Access - Open	Cabinet Member for Place Services	N/A	Weymouth, Bridport and Lyme Regis Harbour Consultative Groups	None	Cabinet Member for Place Services Chair of Harbours Advisory Committee <i>Lead Officers – James Radcliffe, Bridport and Lyme Regis Harbour Master</i> james.radcliffe@dorsetcouncil.gov.uk <i>Ed Carter, Dorset Council Harbours Manager & Weymouth Harbour Master</i> Ed.Carter@dorsetcouncil.gov.uk
Budget Monitoring To provide an update on revenue and capital spend. Key decision – No Public Access - Open	Cabinet Member for Place Services	N/A	Service Accountants	None	Cabinet Member for Place Services Chair of Harbours Advisory Committee <i>Lead Officers – James Radcliffe, Bridport and Lyme Regis Harbour Master</i> james.radcliffe@dorsetcouncil.gov.uk

					<i>Claire Connolly, Business Manager, Weymouth Harbour, Claire.connolly@dorsetcouncil.gov.uk</i>
Flood & Coastal Erosion Risk Management (FCERM) Engineering Update To provide an update of the engineering projects progress and issues. Key decision – No Public Access – Open	Cabinet Member for Place Services	N/A	Dorset Council Engineering Team	None	Cabinet Member for Place Services Chair of Harbours Advisory Committee <i>Lead Officer – Matthew Penny, Service Manager for Flood and Coastal Erosion Risk Management</i> matthew.penny@dorsetcouncil.gov.uk
Marine Safety Plan To receive a report on the Marine Safety Plan. Annual: Spring meeting Key Decision – No Public Access - Open	Cabinet Member for Place Services	N/A	<u>Consultees:</u> Lead Officers Cabinet Member, Harbours Advisory Committee, Harbour Consultative Groups	Dorset Council Harbours Marine Safety Plan	Chair of Harbours Advisory Committee <i>Lead Officers - James Radcliffe, Bridport and Lyme Regis Harbour Master</i> James.Radcliffe@dorsetcouncil.gov.uk <i>Ed Carter, Dorset Council Harbours Manager & Weymouth Harbour Master</i> Ed.Carter@dorsetcouncil.gov.uk
Business Plan Update To provide an update on Business Plan delivery and progression of proposed developments On a biannual basis (spring and autumn meetings) Key Decision – No Public Access - Open	Cabinet Member for Place Services	N/A	<u>Consultees:</u> Lead Officers Cabinet Member Harbours Advisory Committee Harbour Consultative Group	Dorset Harbours Business Plan 2024 - 2029	Cabinet Member for Place Services Chair of Harbours Advisory Committee <i>Lead Officer – Ed Carter, Dorset Council Harbours Manager & Weymouth Harbour Master</i> Ed.carter@dorsetcouncil.gov.uk

Points/questions from Committee Members To discuss any concerns or issues raised by Committee Members. Key decision – No Public Access - Open		N/A	N/A	None	Chair of Harbours Advisory Committee <i>Lead Officers – James Radcliffe, Bridport and Lyme Regis Harbour Master</i> james.radcliffe@dorsetcouncil.gov.uk <i>Ed Carter, Dorset Council Harbours Manager & Weymouth Harbour Master</i> Ed.Carter@dorsetcouncil.gov.uk
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ADDITIONAL ITEMS

PMSC Audit – Bridport (West Bay) To receive a report from the Designated Person on the PMSC Audit conducted at Bridport (West Bay) on 24 th March 2026.	Cabinet Member for Place Services	N/A	<u>Consultees:</u> Lead Officers Cabinet Member Harbours Advisory Committee Harbour Consultative Group	None	Chair of Harbours Advisory Committee <i>Lead Officers – James Radcliffe, Bridport and Lyme Regis Harbour Master</i> james.radcliffe@dorsetcouncil.gov.uk <i>Ed Carter, Dorset Council Harbours Manager & Weymouth Harbour Master</i> Ed.Carter@dorsetcouncil.gov.uk
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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.

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