

**Present**

Andy Sargent	AS	RNLI Representative and Chair
Cllr Mark Roberts	MR	Chair of the Harbours Committee
Jamie Joyce	JJ	Weymouth Harbour Master
Cllr Rob Hughes	RH	Vice Chair of the Harbours Committee
Dave Caddy	DC	Harbour Traders Representative and Vice Chair
Dave Brown	DB	Dorset Marine Police
Tim Day	TD	Clubs of Weymouth Representative
Will Holmes	WH	Weymouth Beach / Leisure Users Representative
Jamie Pullin	JP	Charter Boats Representative
Callum Seggie	CS	Training Establishments Representative
Rob Gray	RG	Commercial Passenger Carrying Vessels Representative
Terry Studley	TS	Commercial Fishermen Representative
Jon Ayling	JA	RNLI Substitute Representative
Dan Bell	DB	Commercial Passenger Carrying Vessels Substitute Representative
Dawn Heath	DH	Team Leader (Highways) – Dorset Council
Christopher Peck	CP	Cycling and Walking Officer – Dorset Council
Dan Williams	DW	BRIC Project Co-ordinator – Dorset Coast Forum
Sarah Johnston	SJ	Minute Taker

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

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

Apologies from Ken Buchan unable to attend.

Apologies from Kathy Claydon unable to attend, Dave McCune as substitute but did not attend.

Apologies from Elaine Farquharson unable to attend.

Apologies from Mary Harris unable to attend.

Welcome Dan Bell as substitute for Rob Gray now representing Commercial Passenger Carrying vessels.

Dan Williams from BRIC Project presentation regarding flooding awareness in Weymouth.

- BRIC Project EU funded project between France and Britain
- 8 Pilot sites (4 in each country)
- Ends March 2023
- Build community resilience to flooding
- Build on existing community plans, activities, and education
- Information board, app, and household/business guide for flood planning – any feedback/suggestions appreciated.
- Linking different stakeholders in the Community
- Increasing access to tools to assist when flooding happens

**JP** – Issues with flooding at Hardy Road/Curtis Fields, to email details to **MR** to follow up with Brian Richards. Dawn to be included in correspondence.

**2. DECLARATIONS OF INTEREST**

None declared.

### 3. MINUTES AND MATTERS ARISING

**AS** confirmed no comments had been received regarding the previous minutes that were circulated and SJ apologised for the meeting date listed not being adhered to and being delayed by a week.

### 4. WEYMOUTH HARBOUR UPDATE

The Harbour Staff have been really busy with 90 new arrivals at the two marinas and the Holiday season has got off to a strong start with visitor arrivals approximately 20% up on the previous pre-covid season totals.

- **Conservancy** - Dredging has now been completed at the Harbour entrance and within inner harbour. The survey results show that we have been able to maintain a 4.3 to 4.5 M entry channel and have also increased the depth along the pleasure pier and the sand bar located by this structure by 0.7 of a metre. We are in the process of securing a contractor to conduct some sampling of the inner harbour sediment to complete the process of obtaining our disposal dredge licence with the MMO so that preparations can commence for any future build-up of material at this location. We have been looking at the local port traffic service and have ordered a new CCTV system to monitor the bay, entrance and entry channel to the Harbour to improve safety. Along with a new weather station system which will monitor the conditions at the harbour entrance and the data freely available for anyone to access and will be hosted on our website, this will include time data (actual and predicted), wind speed and direction, pressure and temperature.
- **Staff** - We have recruited two members for the Harbour Front Office in Lesley and Bev, they will be providing front office cover for seven days a week and aim to improve our customer service delivery. We have advertised for two Assistant Harbour Masters. The objective of recruiting to these positions, will be to improve service delivery, communications, and provision of cover to facilitate training, staff progression, annual and sick leave. Interviews for this position will take place early June.
- **Digital enhancements** - We will be adding AIS monitoring to the front office to improve our view of vessels in proximity to the Harbour. We have added the following digital forms to the website to improve customer communication:
  - On-Line booking form for bridge opening requests.
  - Online Visitor booking form for recreational visitors.
  - Online Commercial Visiting vessel notification forms.
  - Online Bunkering Notification form.
- All of these are accessible and compatible with a mobile phone.
- **Environmental** - Bunkering Procedures: The Safe Code of Practice has been introduced for Bunkering procedures by the Harbour Team, based on industry standards and will be implemented for Vessels undertaking refuelling. There is a checklist for operators to follow and provide information on actions to be undertaken in the event of a spill. The online bunkering notification system is on our website to allow responsible persons involved in bunkering activities of over 1000l to easily notify the Harbour of their intention to conduct bunkering operations.
- **Fish landing Quay** - We have repaired the electrical switch on the davits and awaiting a replacement component to complete the repairs. I would ask all operators to assist with cleaning the facility as we have had to allocate staff on a weekly basis to clean up after.
- **Commercial** - We have applied for grant funding to look at installing light and power to the Commercial pontoons situated downstream of the Town bridge.
- **Marina facilities** - We are liaising with contractors to obtain quotes to install electric automatic sliding gates at both marina gatehouses. And are also

obtaining quotes to install CCTV to improve security at both locations. We have continued with a deep clean with power washers throughout the whole pontoon system.

- **Water supply delivery issues at North Quay** - Our contractors have replaced most of the NQ water delivery pump system and tested the electrical systems which have all proved to be in working order and installed a breakwater tank with twice the capacity. We are awaiting the delivery of new pressure sensors to complete the overhaul of the water delivery system.
- **Quay Regeneration Development** - The first phase has been completed with wall repairs to Walls 9 and 10 which is the stretch of wall between the RORO and Alpha pontoons. The Mural artist has commenced work to paint the old toilet block at the pleasure pier and this is hoped to be complete by June. The Sea Hives have been placed on the Northern side of the pleasure pier and appear to be bedding in well, attracting marine life. A school is currently working on signage that will go up at the Pleasure Pier. The second phase of improving the public realm through new benches and signage will commence shortly. The pleasure pier is also due to be surveyed by the engineering team with a view to carrying out identified remedial works this financial year along with replacing the safety rails around the perimeter. The main part of the project, a new contractor has been working on the delivery of the rest of the project and aims to have completed their investigations and pricing schedule by the end of May, with a view to commencing work in July.
- **Incidents** - An incident occurred on Saturday the 14th of May 2022 at approximately 17:45hrs in the vicinity of Redcliffe. A member of public was spearfishing in around 3 to 4 metres of water with his orange support buoy. On surfacing collided with a small fishing vessel passing close to it and this resulted with an injury to his head. It is important that all vessel operators proceed with caution in this location, paying particular attention to any buoys with the markings of the diver down flag, i.e., the red flag with a white stripe and/or the alpha flag with the white and blue swallow tail and keep well clear. Please exercise caution when operating in this area and advise the Harbour Authority of any incidents via VHF ch12 during listening hours or completing an incident report form via the Harbour website:
- **Pilotage** - Weymouth Harbour Authority is a Competent Harbour Authority within the meaning of the Pilotage Act 1987 which states that "Each Competent Harbour Authority shall keep under consideration ...whether any, and if so, what pilotage services need to be provided to secure the safety of the ships navigating in or in the approaches to its harbour" Dorset Council (Weymouth Harbour) contracted Marine and Risk Consultants Limited (Marico Marine) to professionally review the pilotage provisions of the Weymouth Competent Harbour Authority and determined the following:
  - Commercial traffic levels have fallen to such an extent that the requirement for vessels to take pilots has become extremely infrequent.
  - It is not economically feasible to employ even one full time pilot, so the Authority is reliant on contracted personnel who require considerable notice periods to ensure availability.
  - It is not economically feasible to maintain required infrastructure such as a coded pilot vessel, now require reliance on availability of the neighbouring Portland Harbour vessels for pilot transfer.
  - The numbers of vessels requiring pilots has fallen to such an extent, that it is very difficult for existing authorised Pilots to maintain the required levels of competency through undertaking a minimum required number of pilotage acts each year (section 5.3, Pilotage Directions);

- The Authority no longer employs any officers suitably qualified to train or assess new pilots or PEC applicants, and unless one of the two current authorised pilots are able to fulfil this function (noting age profile and local experience limitations), it may become impossible to authorise further Pilots without amending schedule 5 of the current Directions (Standards and Criteria Required for The Issue of Pilotage Exemption Certificates (PECS) and Pilotage Authorisations); and
- The level of pilotage actually undertaken cannot generate sufficient revenue to cover the ongoing costs incurred.
- The baseline level of risk without Pilotage is Low; and
- Pilotage only reduces the risk very slightly, still within the Low-risk band.
- **Recommendation** - While Harbour Authorities should always strive to reduce the level of risk associated with operations in their area to the lowest level practicable, there is no clear evidence that the current pilotage service contributes significantly to a reduction of risk. The report recommends that consideration should be given to the removal of the pilotage service as this would not have an unacceptable impact upon the level of navigational risk within the CHA area. The full report will be taken to the Harbour Committee in June for consideration.
- **MR** – asked when the last act of was? **JJ** confirmed last act of pilotage required was 2019.
- **AS** – asked if withdrawing pilotage would restrict vessels coming into Weymouth Harbour. **JJ** confirmed that it would not as then falls on the HM and Team.
- **JP** – Harbour wall around Commercial Road from the ramp to the Loop, has it been reviewed recently? **JJ** confirmed they have all been surveyed and will provide the schedule for repair.
- **TS** – asked regarding the grants for repairing the pontoons and piles along Custom House Quay. **JJ** confirmed piles and pontoon furniture have been ordered from Bournemouth and will be delivered and installed soon. Also confirmed that the vessels leaving mess on the FLQ will be contacted directly regarding keeping it clean.

## 5. CONSULTATIVE GROUP UPDATE

- **AS – RNLI.** Quiet at the moment with a few yachts with issues. The naming ceremony for the Atlantic went well on No. 4 Berth and it is Lifeboat Week from the 24<sup>th</sup> to the 30<sup>th</sup> of July
- **JP - Charter Boat Associations.** Nothing to report.
- **RG – Commercial Passenger Carrying Vessels.** Nothing to report.
- **CS - Training & Education Schools.** Sea Cadets are full running at capacity and WOEC are recruiting a new centre Manger.
- **TD - Clubs of Weymouth.** WSC race buoys are now in the Bay and are not mooring buoys for visitors. New crane broken when HM request to use it – ironically. The sailing on the 5<sup>th</sup> of June for 20/30 yachts has been cancelled but the Hornets (small dinghy) will be going ahead on 21<sup>st</sup> to the 24<sup>th</sup> of July with around 40 launching by the RNLI Slipway. Requested to avoid bridge lifting times.
- **TS - Fishermen & Charter Boat.** Season so far has not been very good with most species currently being fished. MCA new regulations in place causing a lot of commercial vessels to struggle.
- **DC - Harbour Traders.** Nothing to report – see Agenda items.
- **DB – Dorset Marine Police.** Reports of 2 crimes and 1 criminal damage in the harbour, anchors being taken. Irish plated vans spotted in harbours taking pictures, please be vigilant. 4 Jet Skis in the no anchor zone at Bowleaze Cove.

- **MR – Harbour Committee.** The Harbour Strategy for all 3 Harbours for the next 10 years has now been published, it is available online or can be printed out if required. The Harbour Committee's 2 new independent members have been ratified by the full council. Richard Tinsley and Philip Thicknesse have joined, and both have great experience with transatlantic and Naval backgrounds. In relation to dredging, at Bridport and Lyme it has been delayed due to Natural England, who wanted more details for the Licence due to where the deposits will be placed. We have applied for a 5-year licence. Regarding the comments about the colour of the pavement on CHQ that appeared on HIGNFY this week, confirmed that the paint colour code was a typo and not permanent. The correct colour will be applied shortly.
- **WH – Weymouth Beach / Leisure Users.** Nothing major has happened in the last few months, they are looking at deploying and retrieving the swim rafts at Greenhill. The RNLI Lifeguards are now 7 days a week and the Greenhill Lifeguard Station will be ready for the 6-week holiday period in the coming months.

## 6. AGENDA ITEMS FROM MEMBERS

- **DC – Custom House Quay works / access.** The main issue is the lack of communication from DC / Councillors / Contractors to the businesses along CHQ. The road signs contradict the actual access to the road. The fumes from the road resurfacing has resulted in businesses closing and concern regarding the Public Health on this. Updates on the timeline have not been communicated after the Easter deadline was missed. The loading bays have a lot of posts in and do not provide sufficient size for lorries to park and unload without blocking the road. All businesses including the fisherman have not been told when the road will be open or closed. **TS** confirmed that the loading bays are not sufficient, and the plastic posts will not survive the duration of the season. Concern over the public being able to identify the loading bays and not walking through them. **CP** responded that the situation has been delayed due to a contractor pulling out just prior to the start date and problems with acquiring the materials and acknowledged the poor communication. They are trying to get it done as soon as possible though nightworks had to be cancelled. Loading bays have been marked and measured for turning movements of large vehicles and manoeuvres. The aim of the scheme is to ensure that there is a safe route through for all users. Loading bays are prioritised for businesses and vessels in the harbour rather than general parking. It will be monitored over the summer in case there is a need for additional spaces. **TS** advised that recently a lorry had to mount the pavement outside The Ship Inn to get past his van parked in the loading bay. **CP** confirmed that the turn into St Mary's Street has been tracked for vehicles to make the turn. **MR** advised that he will take the issue of the poor communication to Cllr Ray Bryan the portfolio holder. **DC** remarked that the actual road surface is looking good. **CP** confirmed that the benches will be installed shortly.
- **DC – Town car park size restrictions.** The Council car parks have a length restriction on vehicles parking in the car parks – commercial vehicle maximum length of 4.8M. Not aware of any tickets issued but most of the Commercial vehicles using Cosens Quay as the overflow car park are over that length. **JJ** confirmed that the Loop/Tramway car park is not marked out to ensure that this is not enforced and that the Parking Enforcement Officers are lenient when reviewing vehicles using the overflow car park of Cosens Quay for these vehicles. Any tickets issued to larger vehicles that have Loop/Tramway Car Park Permits please contact the Harbour Office. Also confirmed that he would contact the Service Manager for Parking in relation to the other car parking spaces in Cosens Quay Car Park that are not currently marked up for overflow. **MR** will also investigate this and report back.

## 7. ANY OTHER BUSINESS

- In person meetings – **SJ** update. Confirmed venue availability of Weymouth Town Council Chamber for a hybrid meeting on 10<sup>th</sup> of August. Will investigate further on required equipment and payment of charges with **JJ/MR**. **WH** confirmed as Council Officer on site to secure building afterwards. **CH** advised that after August the WTC will hold regular meetings on a Wednesday night so it would not be possible to hold our meetings then. **DC** suggested that a full discussion regarding dates be added to the agenda of the next meeting.
- **JP** – Car and Trailer parking spaces at the Slipway in front of the Fisherman’s Ice Storage Hut are drawn up that block the access to the doors. **JJ** confirmed that there should be a 3M wide space to the door. There is a leak from the Ice Storage Hut that is restricting the line painting and clearly identifying this area. **JP** to contact the Ice Store suppliers to resolve the key access issue and leak.

## 8. DATES FOR FUTURE MEETINGS

### Harbour Consultative Group

- 10 August 2022 at Weymouth Town Council Chamber and online via Teams.

### Harbours Committee

- 15 June 2022
- 28 September 2022