

# Weymouth Harbour Report

Harbours Advisory Committee  
25<sup>th</sup> September 2024



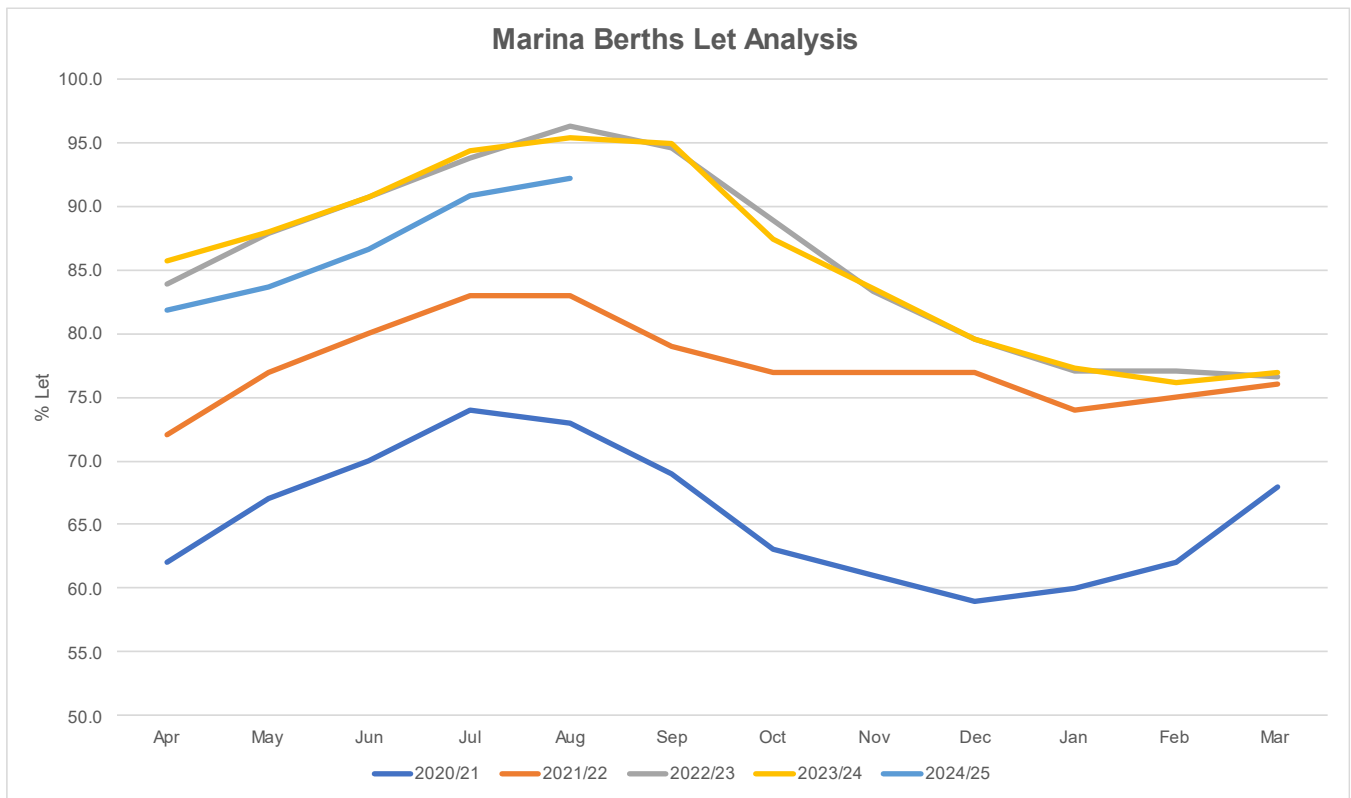
Ed Carter  
*Weymouth Harbour Master*

# Weymouth Harbour Let Analysis

## Marina Berths

The boom in mooring let, contributed to by the increase in 'staycation' holidays following the Covid pandemic, appears to have peaked, although with the overall number of let berths still high, and following the expected annual pattern.

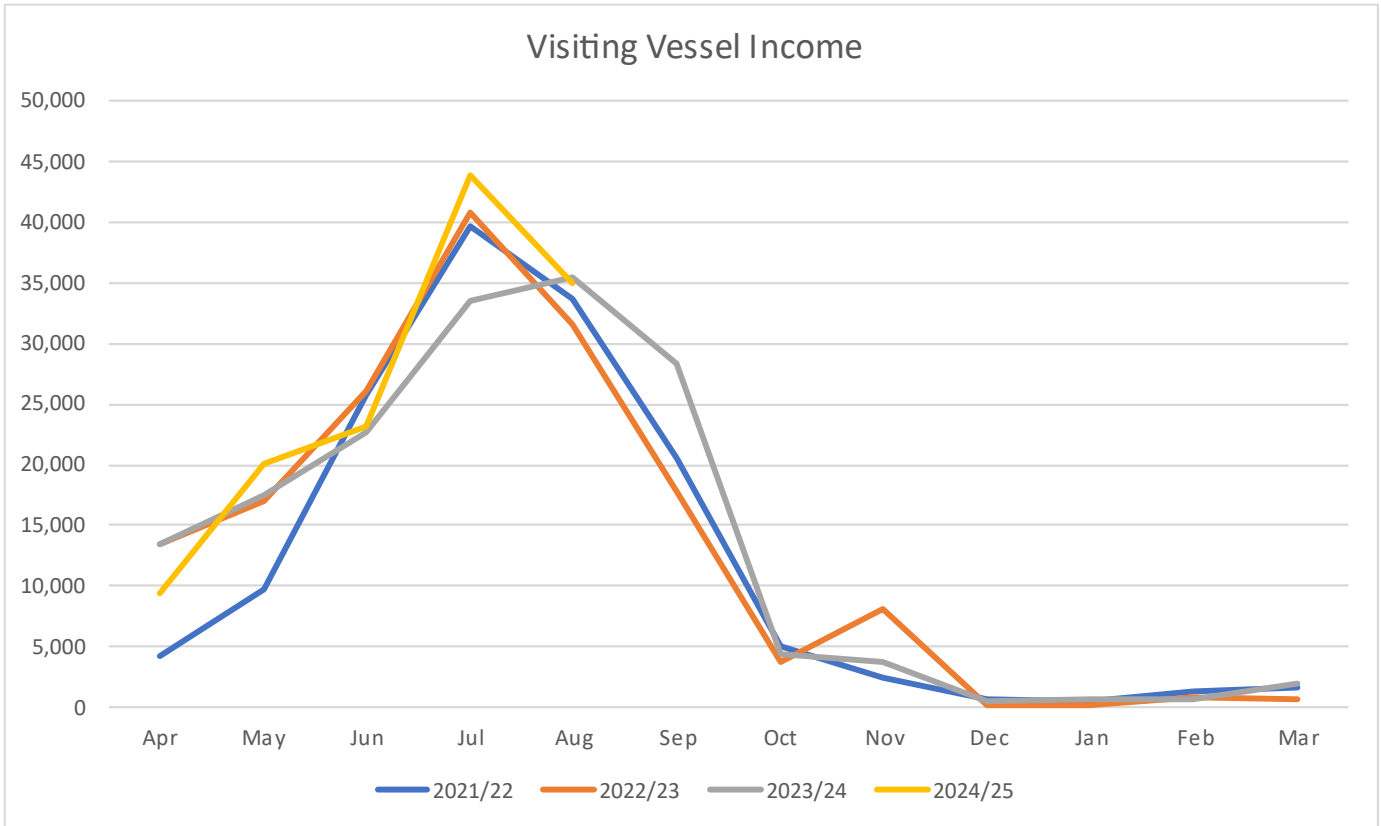
This season, we have seen demand for small vessel berths (6m LOA or less) stabilise, with almost all small berths being let currently. We have vacancies available predominantly for vessels around 8m LOA, and we are holding no waiting list for this size of berth. Interest in berths for larger vessels remains strong, with vessels of 10m LOA or more joining our waiting list.



## Commercial Berths

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

# Weymouth Harbour Statistics



	2021/22*	2022/23	2023/24	2024/25 (to 01 Sep)	Against Previous Year Profile
Visiting Leisure Craft Revenue (Berthing Fees)	140,501	152,372	162,974	131,712	7.38%
Slipway & PWC Permit Revenue	20,094	25,351	21,382	13,976	-15.84%
Number of Bridge Lifts	1,383	1,350	1,354	868	-0.12%
Number of Vessels Transiting Bridge	7,251	6,182	5,952	4,224	-2.31%
Number of Non-resident Fishing Vessel Visits	167	48	78	100	185%
Number of Acts of Pilotage	0	0	0	0	-

\*Years impacted by Covid restrictions

# Harbour Operations & Port Marine Safety – Quarterly Update

## 1.0 Harbour Use

1.1 As the weather improved steadily from June onwards, the harbour has seen activity increase, both on and off the water. The harbour has continued to host large rallies of visiting vessels, and overall, the number of visitors has increased. Although the beginning of the season was hampered by bad weather, income from visiting vessels has finished ahead of last year's profile, with our visitor pontoons frequently being full during July and August.

The number of vessels transiting through the Town Bridge is lower than last year, albeit by a very small margin, and use of the slipway is also behind last year. With a return to popularity of foreign holidays this year, and travel companies reporting very high demand, it is natural to expect a correspondingly lower use of UK based vessels as people opt to holiday abroad rather than staycation, as has been typified by the last couple of years. It is comforting to see that a good number of the vessels that are sailing around the south coast during the summer are choosing to stop in Weymouth, with many vessels visiting on a regular basis.

The large increase in visiting fishing vessels can be attributed in part to improvements made in our reporting procedures, and a fishing vessel that only made a small number of visits last year has dramatically increased their number of visits this year, accounting for 40% of all visits recorded.

Weymouth Rowing Club hosted their annual regatta, and the final round of the National Summer Open Series, on Saturday 31st August and Sunday 1st September. The event went very well, although with a smaller number of competitors than originally hoped, and bad weather over the weekend reduced the overall number of races. The club are hoping to hold another large event next year to celebrate their 25<sup>th</sup> anniversary, and I look forward to working with them to achieve this.

*Seafood Festival & Ironman* - Both events are scheduled to take place after the submission deadline for this paper has passed. Verbal update to follow.

## 2.0 Incidents

2.1 The Harbour team have recorded 65 incidents since the last meeting, including:

- Persons under the influence of alcohol jumping into the harbour
- Towage of broken-down vessels
- Collisions while berthing (visitor pontoon)
- Vessel weaving in and out of the bathing area buoys
- Reports of potential theft
- Swimmers in the harbour entrance
- Reports of diesel on the water
- Seagull caught in fishing line
- Vessel sunk on pontoon berth

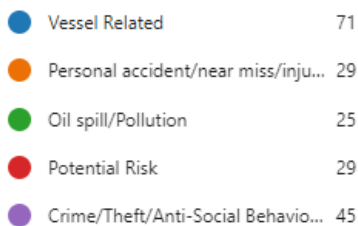
2.2 Following a review of the processes used to record incidents, changes have been made at Weymouth to provide a more streamlined process for both staff and all harbour users to log incidents.

A web-based form guides persons reporting an incident, by directing them to forms that collect the relevant information, and then stores the incidents in a way that can be more easily analysed.

By providing drop-down lists for data entry in areas such as Incident Type and Incident Location, incidents are becoming more clearly categorised. Moving forward, annual trends will become easier to identify, and heat maps produced highlighting potential areas of concern (for example if one area above others is prone to near-miss incidents) will enable us to better review Risk Assessments and relevant safety controls. Once this new system is finalised, incident reporting at Bridport and Lyme Regis will also be adjusted to fit the new method.

To provide usable data for the 2024/25 season, previous incident reports are being adjusted to fit with the new categories. Some initial statistics from this season are shown below.

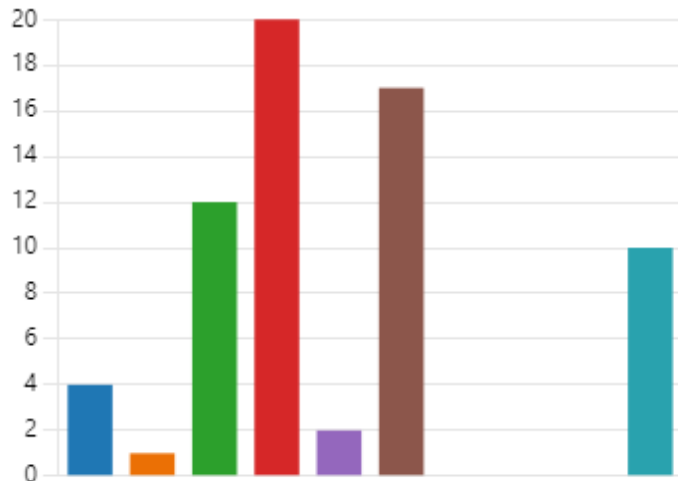
### Type of incident



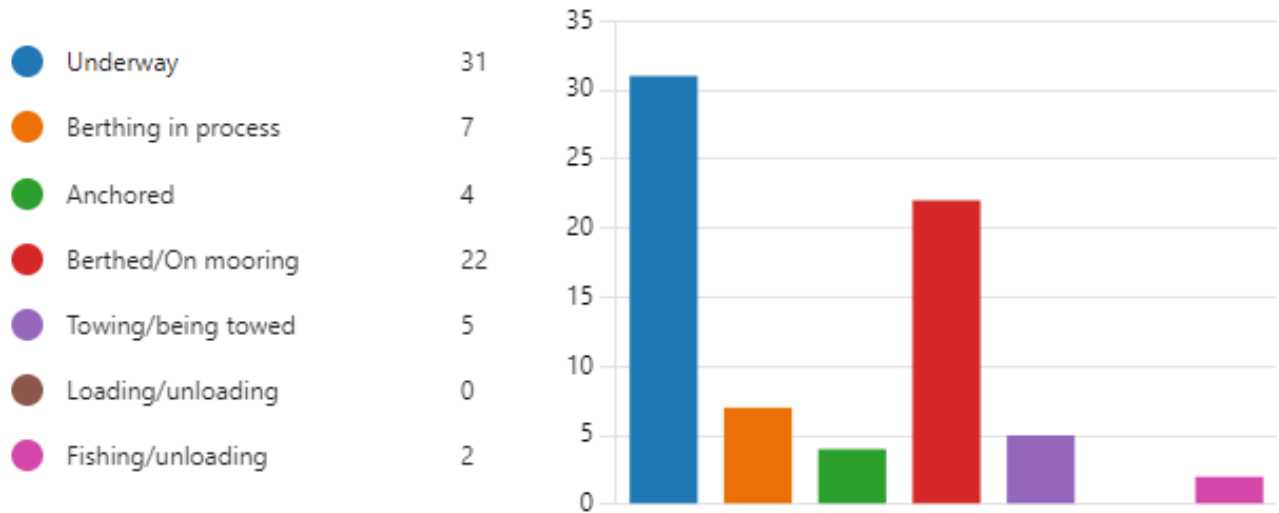
### Vessel Type



### Vessel Incident Category



### Vessel activity at the time of the incident:



### Collision Type

Sail and sail	3
Sail and motor	4
Motor and motor	6
Sail - navigation aid or moored ...	3
Motor - navigation aid or moor...	4



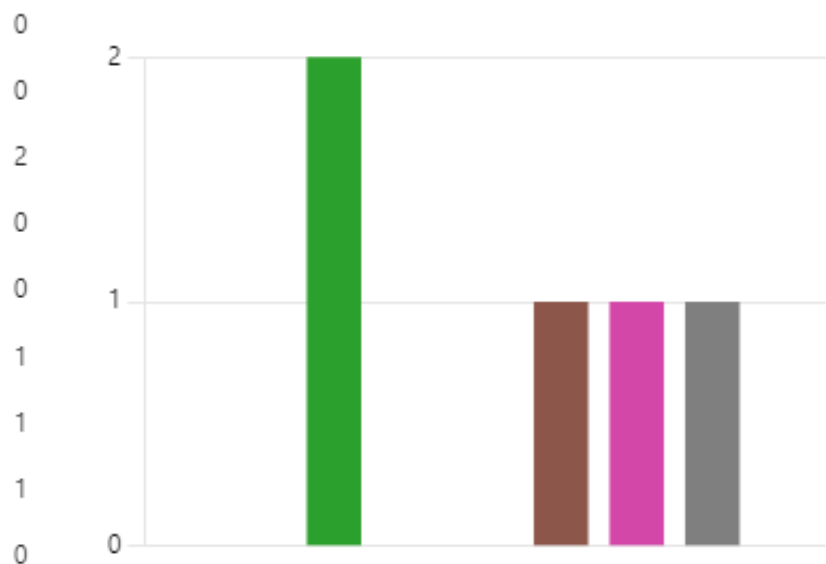
### Taking on Water/Sunk

Whilst underway	1
Moored on visitor berth	0
Moored on marina berth	9



### Towing Reason

Sail - Out of fuel	0
Sail - Weather conditions	0
Sail - Mechanical failure	2
Sail - Fouled prop	0
Sail - Dismasted	0
Motor - Out of fuel	1
Motor - Weather	1
Motor - Mechanical failure	1
Motor - Fouled prop	0



## 3.0 Operations

### 3.1 Oil Spills & Response

No oil spill or pollution events requiring external notification, or the deployment of spill resources have been attended by harbour staff during this reporting period.

Following the recent Incident Management Exercise which simulated a Tier 2 incident response and provided a test of the Oil Spill Contingency Plan (OSCP), the OSCP has been reviewed. Following the review process, and circulation with statutory consultees, the OSCP has been revalidated by the MCA. The Weymouth Harbour OSCP is now valid until July 2029.

### 3.2 Trinity House Audit

An inspection of Local Aids to navigation was conducted by Trinity House on the 16<sup>th</sup> of July and found that “everything was found in good order and there were no matters arising which require further comment.”

### 3.3 PMSC Audit

A PMSC audit of Weymouth Harbour was conducted on the 19<sup>th</sup> of March by our Designated Person James Hannon, of ABPmer.

The findings of the audit, along with a general PMSC update, are being presented to the Committee at this meeting by Mr Hannon.

## **4.0 Harbour Works**

### 4.1 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.

### 4.2 Town Bridge

Following the successful repairs to the carriageway of the Town Bridge, further survey works to the structure are planned to begin in October. As in previous years, during the period of survey work the bridge will be lifted to a reduced schedule during the week, with the operation of the bridge at weekends being unaffected. A Local Notice to Mariners will be issued closer to the time, further informing harbour users of the details.

### 4.3 Wall 4

Works to repair and strengthen Wall 4 (North Quay) are continuing. While a report is being presented today by my colleague Matt Penny, I can report that there has been no effect on harbour operations, or prevention of access to the North Quay marina during the works. We welcome the re-instatement of the car park at the old Council Office site, as this provides much needed and convenient parking for our marina customers.

### 4.4 Weymouth Quay Regeneration Project

As of this report, the main construction work on the Quay is complete. The main site has been handed back to us, with the contractor visiting the site periodically as the remaining snagging tasks are finalised.

The primary cause of delays in the project have been related to the provision of electrical infrastructure and the connection to the main grid. As communicated in the update that was circulated to fishermen, and members of the Harbours Advisory and Consultative Group, in July, the final high voltage connection works are underway. Unfortunately, the works that were scheduled to take place on the 28<sup>th</sup> of August have not been completed. Due to a redesign of the high voltage infrastructure, to comply with additional SSE requirements, a Wayleave needed to be completed to allow works to take place within the leased area held by the Pavilion Theatre. At the time of writing this report, SSE solicitors had to date been unable to finalise this Wayleave, and colleagues from Dorset Council's legal team were assisting. We hope that the final connection to the grid will take place within the next few weeks. Once the site is fully connected, the testing and commissioning of all electrical infrastructure, such as gates, cranes, and cold stores will take place.

In response to Natural England's concerns about the installation of the fuel pontoon, ABPmer, a marine consultancy firm, was hired to conduct an Ecological Appraisal. This appraisal was submitted to the MMO on May 15<sup>th</sup>. Upon receipt of the appraisal, Natural England confirmed that they were satisfied with the proposal, and the Marine Licence was granted at the end of July. The installation of the fuel pontoon is taking place during September, however final commissioning will not be able to take place until the grid connection works are resolved.

The fishing storage compounds have been relocated into the port area, and a larger area has been created for the use of the Weymouth and Portland Litter Project for their work in recycling fishing gear, and other hard plastic items recovered from local beaches by the team of volunteers. With the major resurfacing work now complete, line painting has been carried out throughout the site. This has delineated areas for vehicle movement, storage and working areas, and has provided additional parking spaces in the Pavilion car park. Further re-design work is being planned for the car park, to provide improved access routes for larger vehicles utilising the port areas, and to provide further parking spaces for public vehicles.

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

5.1 There have been no notable commercial vessel movements during this reporting period.

### **5.2 Galeon Andalucia**

Further to her very successful visit in May 2023, the Tallship 'Galeon Analucia' returned to Weymouth this August. The vessel arrived on Thursday 29<sup>th</sup> and berthed alongside our ALPHA visitor pontoon.

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

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

The vessel left Weymouth safely on Monday 2<sup>nd</sup> September. We look forward to welcoming her back again in future.

## **6.0 Pilotage**

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



## **7.0 Significant Events Relevant to Harbour Operations and/or Access**

There are no large events currently planned for the remainder of the 2024/25 season.