



HARBOUR MASTERS NEWSLETTER

PORTLAND HARBOUR AUTHORITY

JANUARY 2020

A GOOD IDEA

The idea of a regular newsletter focused on the Leisure sector has gone down extremely well with lots of positive feedback. Our next mission is to increase the circulation so as many leisure users can receive this newsletter. New regulations under GDPR have stopped us sending out information to persons who have paid Harbour Dues. Now you will need to subscribe by following the links on this page or on our website.

[Mark Rowles AHM](#)

STAFF PROFILE -SCOTT CHUDLEY- LEISURE ASSISTANT

Hello all, I am now covering this post on my day shifts and should be fully in position from March. I'm looking forward to being out on the water meeting new faces.



What's my background?

There always seems to be a big interest on what people's backgrounds are and what knowledge base they have.

I was born in Dorset and lived in Bridport for the first half of my life, moving to Weymouth in 2010 where I started volunteering at the Weymouth & Portland National Sailing Academy.

During my time at the sailing academy I have gained a lot of hours experience on the water as well as many qualifications.

In the August of 2016 I was fortunate to start an apprenticeship with Portland Harbour Authority working towards my Boatmaster's Certificate. I completed this in the beginning of 2018 following an examination from the Maritime and Coastguard Agency.

Since then I have been in the post of Marine Officer and are part of the 24/7 Rota team. I am still progressing myself and have recently become a RYA Powerboat Instructor, which will allow me to pass on my experience to people new to powerboating.

What will I do in my new role?

In the summer months, you will see me out in the Harbour Masters RHIB patrolling the waters of Portland Inner & Outer Harbour. I will be helping to maintain a safe harbour environment. My other duties include processing of all permits through online and phone sales, keeping our vessel database up to date, and assisting with commercial shipping movements, either in the harbour control or afloat. Alongside this I will still be carrying out the duties of a Marine Officer in the Marine Office and afloat on the Pilot boats.

Stop alongside for a chat or advice



YOUR QUESTIONS

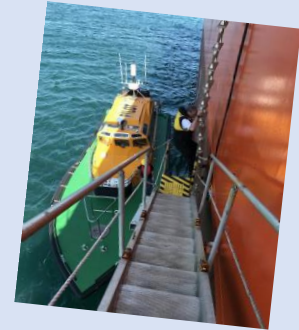
Q: WHAT DOES A SHIPS PILOT DO?

A: Portland Harbour Authority has 2 full time pilots. Their main role is to ensure the safe navigation of vessels within Portland harbour Limits. The pilots will board a visiting ship normally at the Outer Pilot Station. They will board from our licensed Pilot boat in varying weather, from flat calm to bad weather with seas up to 3 meters at times. As you can imagine jumping onto a swaying ladder from a moving boat is a very demanding and hazardous role. Once on the ladder you could have a 9-meter climb ahead of you to deck level and then 5 flights of stairs to the bridge. Once there, the job really starts.

The pilot has then got to give guidance to the ships master of how to avoid all the local hazards. This can be a stressful role as the pilot might be on a vessel with limited maneuverability, a crew with poor language skills and lots of other vessels underway.

Q: SO, WHAT IS THE PILOT BOAT USED FOR?

- Transferring Pilots to and from visiting vessels
- Helping to de-conflict leisure and commercial traffic at the port's entrances
- Harbour Patrol
- Search & Rescue
- Removal of illegally laid fishing gear
- Transfer of passengers to and from commercial ships



LOCAL NOTICE TO MARINERS LNTM

As the Statutory Harbour Authority we are required to keep all mariners informed of important matters affecting navigational safety within our Harbour Limits. To this end we publish LNTM's to our website and to a mailing list of people who would like to be informed. You can find current LNTM's, General Directions and Harbour Master's Directions [HERE](#). **These LNTM's apply to all water users from a Stand-up Paddle Boarder to a Cruise Liner, the latest LNTM's issued are:-**

- [No 02/2020\(T\) Noise Range Special Marks](#)
- [No 01/2020\(T\) Notices in Force 2020](#)

You can subscribe to get the latest safety information emailed to your inbox by following [this link](#).

Your information will only be used for this purpose and you can unsubscribe at any time.

DID YOU KNOW?

That the use of Personal watercraft (PWC Jet ski's) is regulated by [General Direction No1 of 2012](#). This Direction is enforceable by law. The GD states that PWC's can only be launched at Ferrybridge Marine slipway. They then must exit following the approved channel as indicated on the chart. This is the thin green line indicated. Operating a PWC outside of this area is strictly forbidden. We have produced four signs (opposite) which will be erected at Bowlease Cove, Weymouth Harbour Slipway, Castletown slipway and Ferrybridge Marine.

If you happen to see a PWC operating outside of the approved channel, please feel free to give the Harbour Control a call on Channel 74 or by phone.

PORTLAND HARBOUR AUTHORITY LIMITED
By virtue of section 16 of the Portland Harbour Revision Order 1997 Portland Harbour Authority Limited as the Harbour Authority gives the following Direction:

GENERAL DIRECTION
No 1 of 2012

OPERATION OF PERSONAL WATERCRAFT IN PORTLAND HARBOUR

1. This Direction is given to any person having or taking command, charge, management or control for the time being of any personal watercraft (as defined in paragraph 2) operating in or being launched into Portland Harbour. This direction shall apply in Portland Inner Harbour and in the specified parts of Outer Portland Harbour at all times. Portland Inner Harbour is that part of the harbour enclosed by the breakwaters.
2. For the purposes of this general direction a "personal watercraft" means any watercraft propelled by a jet engine or any other mechanical means of propulsion and steered either:
a) by means of a hand-operated tillage system (with or without a rudder at the stern); or
b) by the person or persons riding the craft using his or their body weight for the purpose; or
c) by a combination of the methods referred to in (a) and (b) above, and includes (but not limited to) watercraft generally referred to as jet-skis, wave runners, jet bikes and PW's.
3. Before operating any personal watercraft in Portland Inner Harbour any person to which this Direction is given shall register their craft with the Harbour Authority and pay the appropriate fee and comply with the conditions of registration. Persons wishing to register their craft should telephone 01305 824644 for details.
4. Launching of personal watercraft in Portland Harbour is restricted to the Ferrybridge slipway situated in the footings at Ferrybridge on the west side of the harbour. Launching of personal watercraft elsewhere in Portland Harbour is prohibited.
5. Personal watercraft may only transit to and from the Outer Harbour via 'New Channel' Ferrybridge and the 'Recommended Route' through the North Ship Channel.
6. Personal watercraft are not to be operated in the Outer Harbour within the bounds of the 6 knot ban area of Newton's Cove, irrespective of whether or not the ban is in place.
7. General Direction No 7 of 2009 is hereby revoked.
8. Failure to comply with this direction is an offence and offenders may be prosecuted.

Chief Executive
Portland Harbour Authority Limited
1st January 2018

Owners, Operators, Agents, Masters, Yacht Club and recreational sailing organisations are requested that this Direction is made known to all persons that use Portland Harbour.

DANNY THE DOLPHIN

Has been getting himself into trouble again. He recently managed to secure



himself by his tail to a mooring buoy. We attended ASAP and after a few minutes he was cut free

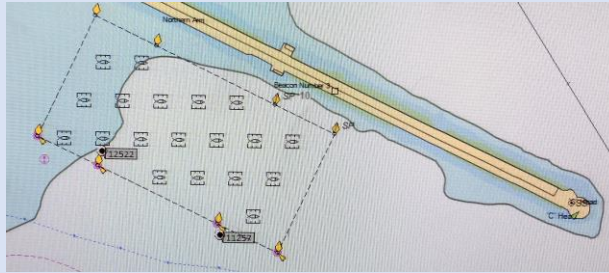
ILLEGALLY LAID NETS

Over the past year we have dealt with several illegally laid nets. Netting is allowed within the harbour, but they must be laid in line with the Port's regulations. This reduces the danger to persons and vessels. No net should pose a hazard to surface navigation.



AQUACULTURE FARM INSIDE NORTHERN BREAKWATER

Those of you that have updated their charts might be aware of the expanding



Aquaculture Farm that is adjacent to the Northern Arm. This farm will be growing seaweed alongside mussels and other approved

shellfish. All mariners are advised to keep well outside of the marked area as there are a lot of surface ropes alongside submerged ropes. The area is marked by 4 flashing Special Mark Buoys on the seaward side and four unlit Special Marks parallel to the breakwater.

SECURITY ISSUES

We are still getting people landing on the Breakwaters.

Under the 'Portland Harbour Revision Order 1997' this is prohibited.

OPERATION KRACKEN

Marine security is in the news lately, with lots of stories of illegal immigrants coming across the channel in a variety of boats. So, whether you work in the maritime industry, are a keen sailor, or are just walking along the coast, you should report any unusual or suspicious activity near the UK coastline and in maritime environments immediately.



This could include:

- boats arriving at unusual times or to isolated locations
- people taking an interest in port security or buildings
- nervous crew who show a lack of maritime protocols
- people making attempts to signal or guide boats offshore
- people making a large cash payment for maritime equipment
- people being somewhere they shouldn't be
- boats showing signs of unusual modification or minor damage.

• Any unusual or suspicious activity **should be reported to Dorset Police via email kraken@dorset.pnn.police.uk or anonymously to [Crimestoppers](#).**

PORT DEVELOPMENT

QUEENS PIER EXTENSION

The extension to Q-Pier is now fully completed. The project involved sheet piling either side of the berth to maintain the historic context of the structure and extending the berth by the construction of a new mooring dolphin, resulting in a facility for berthing vessels up to 230m long.



Dredging will start in the near future and when completed will mean we can berth vessels with a draft up to 10.5m, previously this was 8m



GHOST FISHING UK

Ghost Fishing is the term used for when Abandoned, Lost and Discarded Fishing Gear or 'ALDFG' continues to catch marine life. The lost and unmanaged fishing gear, which can be pots, nets or lines, continues to catch marine life. Species such as crabs, rays and all kinds of fish get caught up in the lost ghost gear and die. These in turn act as bait for larger animals and can attract large marine mammals such as seals, dolphins, porpoises and whales which have also been found tangled in and killed by ghost gear. Marine diving birds such as cormorants also succumb to getting caught in lost nets and angling gear.



[Ghost fishing UK](#) have an excellent Blog on their website, a report of a visit to Portland can be [found here](#)

On a recent visit they targeted an abandoned net located within the Royal Dorset Mooring Area. In the end it took 2 visits to find it and then remove it.



Don't forget, Port & Harbour Dues and Permits for 2020 will be on sale 1st January

PORT MARINE SAFETY CODE / MARINE SAFETY PLAN 2017-2020

The PMSC sets a standard against which our policies, procedures and performance can be measured. To ensure impartial monitoring of the PMSC, external consultants are employed by PHAL to audit our system on an annual basis, including a 6-month progress check. This confirms our compliance with the code, and they make recommendations in areas where improvement may be required.

PMSC Marine Safety Plan Jan 2017 – Dec 2019 (Standards in black) (How PHAL met the standard in red)

- Continued PMSC compliance
 - Compliance letter sent to MCA October 2017
- Regular stakeholder consultation
 - Last Harbour Consultative Committee meeting was on 4th Nov 2019, Last Hamm Beach Users Group meeting 10th Dec 2019
- Investigation of all reported navigational incidents and maintenance of records to identify trends
 - Completed by Asst Harbour Master, reviewed by Harbour Master and auditor. Reported in the issue of the Newsletter
- Employ trained and qualified persons to undertake marine functions
 - We employ trained and qualified persons to undertake marine functions
- Training and ongoing development of Portland Harbour Authorities marine department staff
 - Training in the areas of Pollution Prevention, Local Port Services, Slinger Banksman, Mooring Gang and Tug Simulator
- Carry out the function of Local Lighthouse Authority (LLA)
 - Last trinity House audit Oct 2017 and Inspection 10Sept 2019
- Maintain and review the Oil Spill Contingency Plan (OSCP)
 - Oil Spill Contingency Plan review due first quarter of 2020
- Maintain and review the Port Waste Management Plan
 - Port Waste Management Plan approved March 2019
- Undertake bathymetric surveys on a regular basis
 - Last survey of controlled area Nov 2019
- No major incidents or serious injuries
 - No major incidents or serious injuries reported
- No major pollution
 - No major pollution reported
- Education to reduce mooring equipment failure
 - Assistant Harbour Master meeting with Stakeholders to discuss the risks of mooring equipment failure.
- Issue of General Directions as deemed appropriate to manage the safety of navigation
 - Latest issued was: No1 of 2018 Seasonal Exclusion Zone for Windsurfers & Kite surfers
- Issue of Local Notice to Mariners as deemed appropriate
 - Latest issue was; LNTM No2/2020(T) Noise Range Special Marks
- Regular internal audits and reviews of the navigational safety management system
 - Latest PMSC audit Sept 2019
- Proactive and reactive review of identified hazards to navigation and the associated risk control measures that mitigate those risks to As Low As Reasonably Practicable (ALARP)
 - All hazards reviewed and future review dates set. Incidents can trigger earlier reviews.
- The maintenance and exercising of Portland Harbour authority's marine emergency response procedures
 - Tier 2 Oil Pollution emergency exercise, Portland Port Offsite nuclear Plan and ISPS security exercise have all taken place during the reporting period.

HARBOUR INCIDENTS

IS MY MOORING OK?

The Port recently hosted a meeting with Portland Boat Club to discuss issues surrounding members moorings. The AHM has been invited to the PBC AGM to talk to members about mooring requirements. Small boats going adrift still account for the majority of reported incidents within the harbour.



ALL CHART EXTRACTS

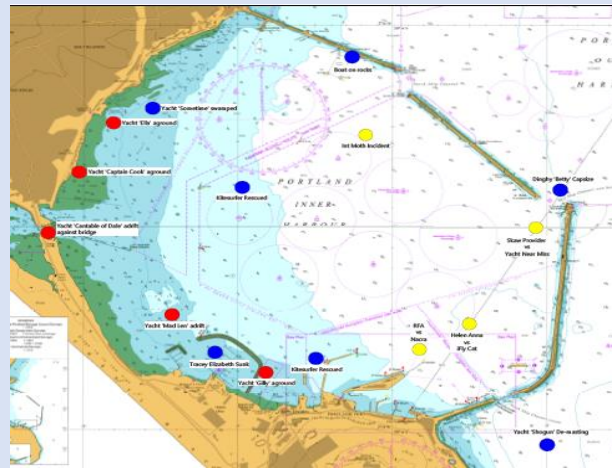
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In the latter part of 2019 there were 9 reported leisure incidents and 3 leisure/commercial incidents.

1. *Outbound tanker near miss with Yacht exiting harbour*
2. *Yacht dismasted in balaclava bay*
3. *Dinghy capsized and swamped, 2 persons in water*
4. *Yacht mooring failed, drifted under Ferrybridge*
5. *Yacht ran aground at Castle Cove Sailing Club*
6. *Outbound cargo vessel, near miss with sailing dinghy*
7. *Motorboat aground on breakwater*
8. *Motorboat ashore between Castle Cove and Smallmouth*
9. *Outbound RFA vessel near miss with sailing catamarans*
10. *Yacht aground on Portland Marina Breakwater*
11. *Yacht adrift in inner harbour*
12. *Sailing dinghy swamped on mooring in bad weather*

INCIDENT LOCATIONS 2019



PROSECUTIONS (in the other dock)

Portland Port Police have recently taken a person to court for the offence of “Diving within the [Controlled Area](#)” On the first appearance the accused pleaded not guilty, the case was adjourned and a new trial date set. At the second trial, officers from the Portland Marine Department and Portland Port Police gave evidence. [The accused was found guilty of the offence and received 6 months Conditional Discharge and costs.](#)

A Formal Caution was also issued regarding persons who operated a vessel, Contrary to Rule 18, International Regulations for Preventing Collisions at Sea 1972.

USEFUL LINKS

[PORTLAND HARBOUR AUTHORITY WEBSITE](#)

[LOCAL LIVE WIND](#)

[BUY HARBOUR DUES AND PERMITS](#)

And if you would like to subscribe to this newsletter, drop me a email at:-

Mark Rowles - Assistant Harbour Master <mailto:m.rowles@portland-port.co.uk?subject=HARBOUR MASTER'S NEWSLETTER>