



HARBOUR MASTER'S NEWSLETTER

PORTLAND HARBOUR AUTHORITY

NUMBER 3 OCTOBER 2019

A GOOD IDEA

It's August already and this issue was due to be out in July.

What with sickness and holidays, everything has slipped a bit.

Hopefully, you are all out there enjoying the exceptionally good weather, and long may it continue.

We are still trying to expand the circulation of this Newsletter so please pass on to anybody who might be interested

Mark Rowles AHM



STAFF PROFILE - MARK ROWLES - ASSISTANT HM

Hello all

Oh dear, my turn for the profile, so here goes. For starters just thinking about this makes me feel old. I'm the bearded chap you might see running around in the Harbour Master's RIB on alternative weekends. I am the Assistant Harbour Master and my role within the authority is to manage all the leisure activities that take place within the harbour. It's a great job and hopefully I keep most people happy, most of the time, but unfortunately, not all people all of the time.

Where have I come from?

I started work as a deck boy on the Bristol Channel Pilot Cutters in 1977. My family had worked these waters for generations past. It was in these years I gained my Boatmaster's Certificate. In 1989 I started working for the Flat Holm Project running a class VIA passenger boat to and from Flat Holm Island. I moved back to Pilot boats in 2000, working for Bristol Port Company and gained my Yacht Master's sail & power. In 2008 I moved to Weymouth and started with Portland Port as a Marine Officer, moving to Leisure Co-ordinator and then my present post

What do I do in my free time?

Motorcycle Touring is my passion, with many trips of Europe under my belt and having sold my yacht, I do the odd flotilla in warmer climates.

If you see me, give me a wave or stop for a chat, I don't bite.... and we are all out there to enjoy ourselves safely.



YOUR QUESTIONS

Q: WHY DO WE HAVE TO PAY HARBOUR DUES?

A: As a private company, the Port has the powers under the Portland Harbour Revision Order 1997 to charge for its services. As such it states all vessels, whether large or small have to pay Port & Harbour Dues for using the waters of the harbour. The pricing structure is based on length for vessels under 49.9meters and thereafter it is based on tonnage.

Q: SO, WHAT AM I GETTING FOR MY MONEY?

A: Overall you are getting a safer harbour. With tens of thousands of leisure users all competing to use the harbour, many at the same time, there is the possibility of conflict between vessels. To offset this the Port, have 2 staff whose primary job is to manage all the leisure activity and try to stop it impacting on the commercial operation and to keep everybody safe. Over the year we also help and assist many people who have got into difficulties. On a recent Saturday the harbour Patrol towed one broken down vessel back to Portland marina to get some fuel, recovered and returned a Kite surfer who was in difficulty to the shore and issued an Official Warning to a vessel that entered to controlled area without permission and stopped alongside a cruise ship.

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 LNTM's issued in 2019 are:-**

<u>NUMBER</u>	<u>ITEM</u>	<u>DATE EXPIRES</u>
02/2019T	New Special Mark Buoy	31/12/2019
03/2019T	Extension to Aquaculture farm	31/12/2019
06/2019T	Construction Works Within Portland Inner harbour	TBC
09/2019T	Q-Pier Dolphin Navigation Lights	31st Dec 2019
11/2019T	Towing Trials & Underwater Operations	31st Oct 2019

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 Portland Port supports local Charities. As a charity you can apply to Portland Port for support. Requests for sponsorship in 2020 should be submitted by October 2019. Charities that received support in 2019 were: -

National Coastwatch Portland Bill

Friends of Castle Cove Beach

Portland Museum Trust

The Bus Shelter

Portland Sea Cadets

Weymouth Sea Cadets

NORTH SHIP CHANNEL NAVIGATION LIGHTS

Portland Harbour Authority are responsible for most of the navigation lights that are found within our Harbour limits. There are some that are managed by 3rd parties.



Many are left over from the Navy days (above) and are getting to the end of their useful life. The lights on north Ship Channel have recently been replaced with all new stand-alone solar powered units (as below) All the lights are checked at midnight and returns have to be submitted to Trinity House.



AQUACULTURE



Portland Harbour has a history of aquaculture activity within it, having at times had active several orders and longlines for the production of molluscan shellfish. Following a risk assessment, the harbour authority identified an area appropriate for the

development of aquaculture activities, which is located along the Bincleaves groin breakwater.

This area which comprises four 100m by 200m (as picture) plots now has two tenants. Fowey shellfish, for the production of mussels is certified for Best Aquaculture Practices standard, and Dorset Seaweed Ltd is a pilot project investigating multitrophic aquaculture techniques including the cultivation of both seaweeds and shellfish. This project was featured in a recent Dorset Coastal Stories film which can be found at <https://www.dorsetcoast.com/resources/dorset-coastal-stories/>.

Portland Port also has two thriving land-based aquaculture businesses, Portland shellfish which provides live crustaceans to the best restaurants in Europe and Dorset Cleaner Fish which provides lumpsuckers and other fish to fight lice in the salmon farms of Scotland.

ABANDONED ENGINEERING

On the 17th July we took a film crew out to Fort Head to film in and around the Fort. This crew from LIKE A SHOT TV were highly experienced in entering buildings where there are lots of potential dangers. Due to the dangers the Fort is securely sealed and angle grinders / welding equipment being order of the day. They also spent a few days filming at the Old Engine Shed and Gun Batteries within the Port Boundary. This episode of Abandoned Engineering will first go out on the Discovery Channel in the USA, then to the UK, and streams on the Yesterday Channel.

PORT CHAPLAIN AND THE SAILORS SOCIETY

More than two hundred years ago, a determined group of preachers and laymen pledged to “alleviate the worldly woes” of distressed sailors in London. Their passion for this cause saw the beginnings of the oldest Christian maritime charity in the world. The Port has a Port Chaplain and Port Chaplaincy Room. This service is open to all visiting crewmen. You can read about the work they do [here](#)



PORT DEVELOPMENT

A different Dolphin.

Over the last months you might have noticed a lot of activity taking place near the end of Queen Pier. The port is constructing another mooring dolphin which will be 50m further out than the existing one. Once complete, Q Pier will be able to accommodate the new Tide Class, Royal Fleet Auxiliary ships. The seabed shelves along the pier and permission has been obtained to dredge the extended berth to make it level and to take ships with a 10.5 m draft.

You might have heard the banging from piling activities. The sheet piling is being installed to strengthen the pier which was originally constructed to take lighter ships in 1950's. This will eventually be cut off at seabed level.



THE HARBOUR DOLPHIN

Recently a dolphin has taken up residence in and around Portland Harbour having returned from its sojourn around the Swanage area. The dolphin is a common bottlenose dolphin (*Tursiops truncatus*), a species with near global distribution, normally living in pods of about 15 individual animals.

In this case the dolphin is exhibiting behaviour known as sociable, solitary behaviour. This behaviour is poorly understood but it seems to commonly occur in young adult males. These dolphins appear to relish human interaction actively seeking people out. Additional information can be found in the "[Lone Rangers Report](#)" from [Marine Connection](#)



Prolonged interaction with humans can lead to habituation and the development of problematic behaviours leading towards increased risk of harm to both humans and the dolphin.

Attached are guidelines on what to do if the dolphin does approach you while on the water. It is important to remember it is a criminal offence to harass, disturb or otherwise cause harm to marine mammals which are protected under the Wildlife and Countryside Act.



Wild dolphin in the area

It is exciting to see a wild dolphin and understandable that people want to get closer – however this could put you, and the dolphin, in danger.

He is not like a dolphin in a marine park trained to interact with people – he is a wild, powerful animal and, if threatened could potentially cause injury, therefore please follow these guidelines if you see him in the area.

IN THE INTERESTS OF PUBLIC SAFETY AND TO PROTECT THE DOLPHIN PLEASE DO NOT;

- Attempt to touch, grab, swim with or feed the dolphin. If he feels threatened he could bite or butt people in the vicinity.
- Boat users should not chase or harass the dolphin or change direction to get a better view; if the dolphin approaches please either keep to a steady, straight course or put engines in neutral. To encourage him near a boat can result in injury from propellers.

Wild dolphins are protected under the Wildlife & Countryside Act and to harass, disturb or cause injury can result in legal action. So, for your safety, and his protection – please admire the dolphin from a distance. Thank you.



**marine
connection**

www.marineconnection.org • 07588 681247

HARBOUR INCIDENTS

In the second quarter of 2019 we had 6 reportable incidents.

26 April Saw a near miss between the resident bunker Barge and a yacht in East Ship Channel. The Bunker barge had to take emergency action and abort her exit of the entrance.

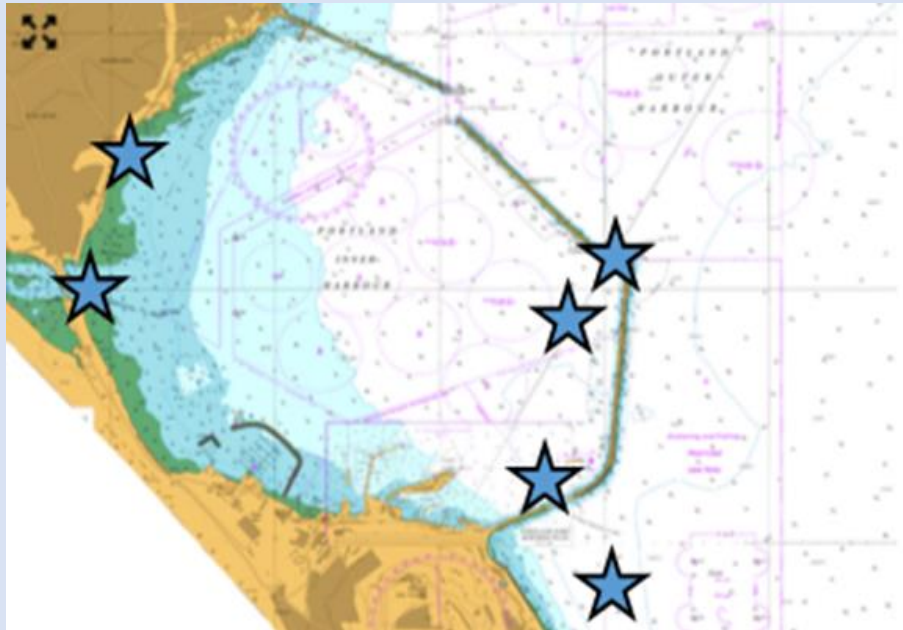
4th May Saw a yacht dismasted in Balaclava Bay. The HM RHIB attended and assisted the Weymouth Lifeboat in getting a tow on the vessel.

11th May The resident Bunker barge reported an oil spill. The Port Oil Spill Contingency Plan was put into operation. In reality no oil had spilled over the side of the vessel.

30th May Assisted a capsized sailing dinghy in East Ship Channel with 2 persons onboard.

7th June a yacht broke free of its mooring and ended up against the roadbridge at Ferrybridge. The yacht was towed clear with minor damage.

8th June A yacht went aground whilst attempting to berth on the Castle Cove Sailing Club pontoons.



PROSECUTIONS (in the other dock)

11 persons have appeared in Weymouth Magistrates Court recently for trespassing. Those appearing in court were Charlie Bunkin of Victoria Road, Yeovil fined £146 and to pay costs of £85;

Ryan John Cherrington of Curtis Close, Sherborne fined £42 and to pay costs of £85;

Noke Dorbui, of Mayfield Road, Yeovil fined £146 and to pay costs of £85;

Edward David Evans, of Stourcastle, Sturminster Newton fined £146 and to pay costs of £85;

Constance Joy Farrands, of Wessex Drive, Bradford Abbas fined £40 and to pay costs of £85;

Hanna Louise Gilbert, of Stourcastle, Sturminster Newton fined £40 and to pay costs of £85;

Jacob Brian Hall, of North Wootton, Sherborne fined £146 and to pay costs of £85;

Adam Craig Lockett, of Springfield Road, Yeovil, fined £40 and to pay costs of £85;

Tobie Mikala Spencer, of Fielding Road, Yeovil fined £40 and to pay costs of £85;

Michael Symes, of Ludbourne Road, Sherborne fined £100 and to pay costs of £85.

Josh Smith of Ashwood Drive, Yeovil was convicted in his absence, fined £220 and ordered to pay costs of £85.

PORT MARINE SAFETY CODE (PMSC)

Portland Harbour Authority is the Statutory Harbour Authority for Portland Port and has responsibilities and duties under various Health & Safety, Environmental and Maritime Legislation.

The Port Marine Safety Code (PMSC) is a Department for Transport Document, written in consultation with the Port's Industry to produce a safety code that has been developed to improve safety in UK ports. This will enable harbour authorities to manage their marine operations to nationally agreed standards.

It provides a standard against which our policies, procedures and performance can be measured. It describes the role of the board members and managers in relation to safety of navigation. It also describes the main statutory duties and powers of harbour authorities.

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.

PHAL have produced a Safety Management System that sets out the duties of Management and Staff to assist them in achieving this goal and to continuously monitor and improve their standards.



In future issues we will be issuing reports on how we remain PMSC compliant

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>