



HARBOUR MASTERS NEWSLETTER

PORTLAND HARBOUR AUTHORITY

PORT INFO

Previously a naval dockyard for over 150 years, Portland Harbour is now a thriving and successful commercial facility. It still maintains a close relationship with the past through its ongoing contract to support the RFA, as well as being home to the activities of Global Marine, Viterra, and Portland Bunkers UK. It has almost 2,500 hectares of water at depths of up to 15m (C.D.); and provides vessel services from long term lay-ups to brief maintenance calls, luxury cruise liner docking facilities to industrial cargo shipments.

Portland Port has over 2,000 metres of alongside berths and 11.6 metres (C.D.) depth of water at the deepest alongside berth.

Berthing for vessels up to 350 metres (subject to Harbour Master's discretion).

11 designated anchorages are within the 1,015-hectare inner harbour. Six designated anchorages are within the 1,436-hectare Outer Harbour.

A width of 210 metres and depth of over 12.6 metres (C.D.) at the entrance of the harbour mean that there are few vessel beam, lock, or air draft restrictions.

OCTOBER 2021

PORTLAND PORT WELCOMES NEW MULTI MILLION POUND TUG

Portland Port Ltd have purchased their latest addition to the company's fleet of Tugs. Built in Turkey to a Robert Allen design, the Sanmar Sirapinar class 'Ramparts 2200' Azimuth Stern Drive Tug increases the Port's ability to welcome the larger vessels now using the port.

Built in 2019 the new Tug has a Bollard Pull of 50 tonnes and is only 22.4 metres in length. Her two Caterpillar engines deliver a total of 3000 kw.



The new Tug is named after the late Rupert Best who was a Director of the Company.

The official Naming ceremony took place on the 18th of September.

The 'Rupert Best' joins the current Tugs owned by the Port, Maiden Castle, Rufus Castle and Wyke Castle, the latter currently now up for sale.



This investment from the company shows increased confidence for the future business of Portland Port.

YOUR QUESTIONS

Q: WHAT'S THIS SEAGRASS EVERYBODY IS TALKING ABOUT?

“SEAGRASSES ACT AS A STORE FOR CARBON, ACTIVELY PULLING CO₂ OUT OF THE ATMOSPHERE. SEAGRASS MEADOWS STORE CARBON MANY TIMES QUICKER THAN TERRESTRIAL FORESTS MAKING THEM ESSENTIAL IN OUR FIGHT AGAINST CLIMATE CHANGE”

A: Seagrass are our underwater grasses and are recognised to provide some of the most important seabed habitats in the ocean, yet research suggests that the UK has lost more than 90% of the lush seagrass meadows that once surrounded the nation. It is a flowering plant, the only one to grow in the sea, making it unique in the marine world and attracting national and international attention. As a sheltered, coastal environment, seagrass provides nursery habitat to fish and other animals which later move offshore. These later become food for other animals, including people. The same features which make this habitat a good nursery mean that seagrass meadows are able to take energy out of incoming waves, protecting our coastal communities from damaging swells. Seagrasses photosynthesise and therefore remove carbon from the environment, which helps to fight climate change.

We are fortunate in the waters of Portland Harbour to find this habitat, with one location off Castle Cove beach on the north shore of the harbour. It has attracted interest from members of the community, harbour users, scientists and conservation charities and can be easily seen whilst swimming or on a paddleboard or kayak for example or at low tide from the beach.

Friends of Castle Cove Beach with a membership of more than of 2.3K has been particularly active in raising awareness about the need to look after the valuable habitat. Scientists from the EU LIFE Recreation ReMEDIES (Reducing and Mitigating Erosion and Disturbance Impacts affecting the Seabed) have collected seed from the beds so that these can be used in restoration projects elsewhere on the South Coast.

Our understanding of this habitat in the harbour is continually improving but we have lots still to learn. The area was surveyed a few years ago by the Community Seagrass Initiative a citizen science project led by the National Marine Aquarium, Plymouth UK, that aimed to increase education and awareness of the value of seagrass meadows in southwest England. A more recent survey by the Environment Agency as part of their national seagrass



COLIN GARRETT



SPEED BUOYS

monitoring programme. As a precautionary measure Portland Harbour Authority Limited has designated a “No Anchoring Zone” with the idea being that small boats can still use the moorings within the area but visiting boats can’t just visit and drop anchor. We look forward to working with harbour users and visitors, the local community, and scientists to further understand this amazing habitat on our doorstep. A number of the 6 knot buoys have signs indicating the outer edge of the zone, so if you see somebody anchored inside, tell them to sling their hook somewhere else. Did you know? The term sling your hook is polite way of telling someone to go away. This term has a nautical origin. Hook was a name given to the ship's anchor, and the sling was the cradle that housed the anchor. Therefore, to sling your hook meant to lift anchor, stow it and sail away

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 28/2021\(T\) East Ship Channel Port Traffic Signals](#)
- [No 27/2021\(T\) Autonomous Vessel Trials](#)
- [No 26/2021 \(T\) Towing & Sonar Trials No. 5](#)
- [No 23/2021 \(T\) Towable Watersports](#)
- [No 20/2021 \(T\) East Ship Channel Upper Leading Light](#)
- [No 16/2021 \(T\) Portland Marine Traffic Signals Removal](#)
- [No 11/2021 General Advice to Leisure Users](#)
- [No 10/2021 Use of Foiling Craft](#)
- [No 8/2021 \(T\) Underwater operations & trials in Degaussing range](#)
- [No 7/2021 \(T\) Castle Cove Seagrass Area](#)
- [No 6/2021 Dangerously Weighted Heaving Lines](#)
- [No 1/2021 \(T\) - Notices in Force](#)
- [No 22/2020 \(T\) North Ship Channel Port Traffic Signals](#)
-

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.

HAVE YOU GOT A FOILING BOARDS OR VESSEL?

It has been brought to our attention that some Kitefoilers are passing too close to other types of leisure craft. By their nature, foiling craft are virtually silent in operation and are incredibly quick for their size. If you are using a foil, please be respectful of other water users and **give them a wide berth.**

As this is a relatively new direction in watersports development and with increasing popularity, the Harbour Authority will be keeping a close eye on how foiling craft fit in with all the other watersports within the harbour.

REPORTED INCIDENTS

1	KITESURFER NEEDING ASSISTANCE	09/01/2021
2	KITESURFER NEEDING ASSISTANCE	18/02/2021
3	WINDSURFERS HIT ILLEGALLY LAID NET	19/03/2021
4	BROKEN DOWN MOTORBOAT	20/04/2021
5	'MONJASA PROVIDER' V YACHT 'TILDA'	27/04/2021
6	'FREDERICIA' V MOTORBOAT 'SAPPHIRE'	02/05/2021
7	YACHT 'FALCOR' ADRIFT IN HARBOUR	03/05/2021
8	YACHT 'FOUR BELLS' PROP FOULED IN BOTTOM NET	27/05/2021
9	BROKEN DOWN MOTORBOAT 'AWOL'	30/05/2021
10	SUNK TENDER AT WPNSA	05/06/2021
11	MOTORBOAT 'STAR' ASHORE AT PORTLAND CASTLE	22/06/2021
12	YACHT SENTINEL AND THEIR TENDER IN CONTROLLED AREA	26/06/2021
13	MISSING LASER SAILING DINGHY	25/07/2021
14	CHILD HIT AND TRAPPED BY PROP ON SKI BOAT SUSTAINING SERIOUS INJURIES.	26/07/2021
15	INJURED MAN ON YACHT KALIN LASS	09/08/2021
16	LOST KITE IN HARBOUR	06/08/2021

IN THE 'OTHER' DOCK



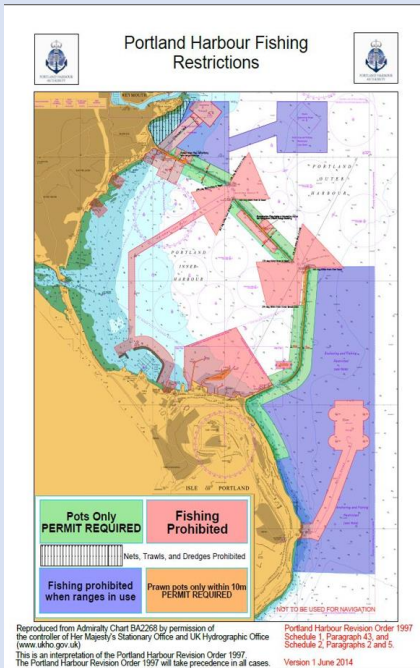
KELVIN MOORE, no age given, of Barclay Road, Weymouth. Admitted contravened or otherwise failed to comply with paragraph 43(3) of Schedule 1 to the Portland Harbour Revision Order 1997 in that he fished in Newtons Cove by nets west of a line drawn 026 degrees (true) from Torpedo Pier Light to the northern limit of the harbour. **Fined £50.**



Also admitted failing to attend to a surface net and such other apparatus and equipment which could impede surface navigation in the harbour at all times. **Fined £150 and to pay costs of £250.**

Also admitted contravened or otherwise failed to comply with paragraph 43(8) of Schedule 1 to the Portland Harbour Revision Order 1997 in that he used a marker to indicate the position of fishing equipment without either the owner's name or boat registration number clearly marked. **Fined £50.**

DID YOU KNOW? RULES FOR THE USE OF FISHING NETS & POTS.

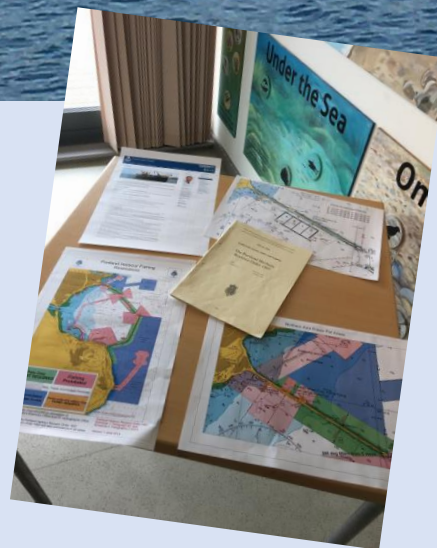
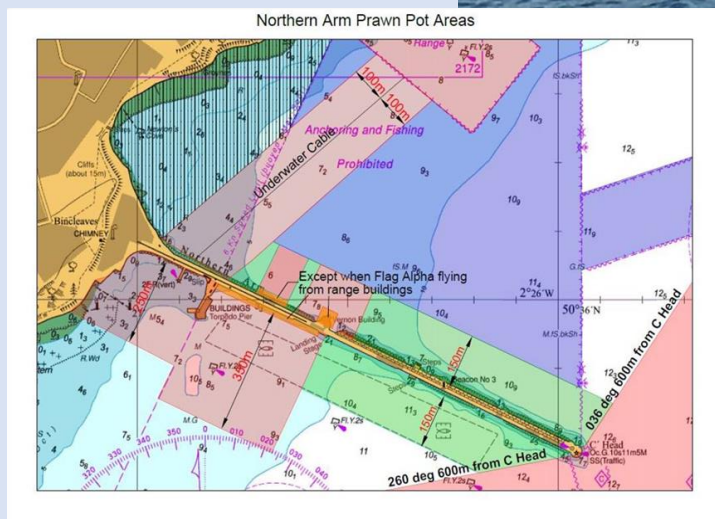
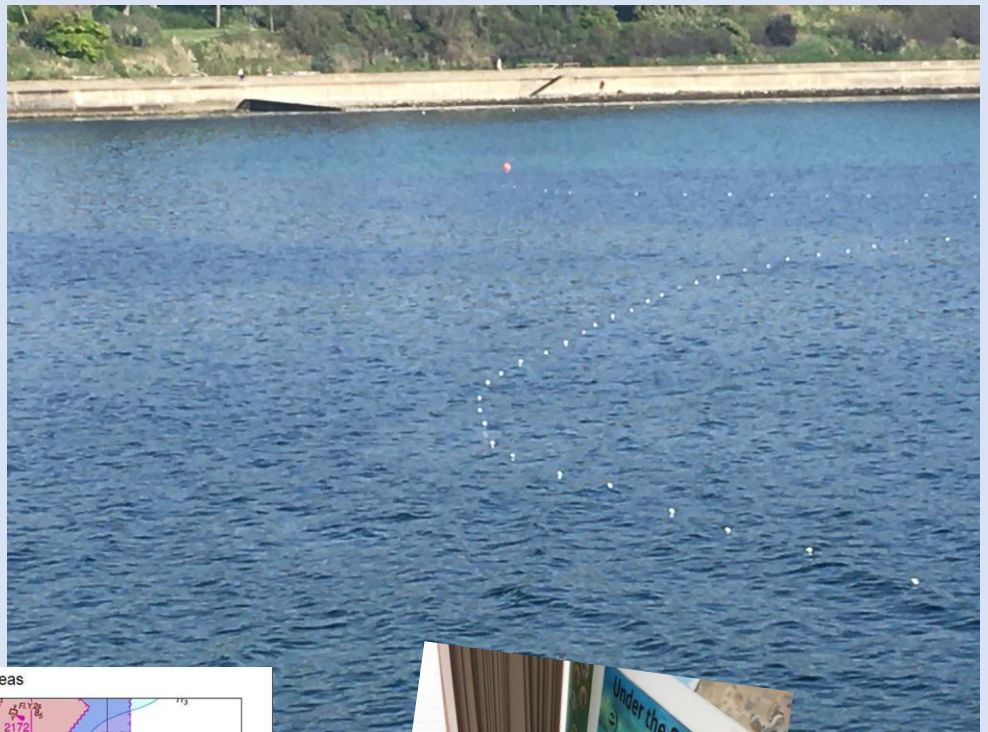


Rules for the use of Fishing Nets & laying of pots.

Over the last few years, we have had an increasing number of reports of illegally laid nets. The rules for the use of nets are clearly laid out on the Ports Fishing Permit. To make this even easier to understand we have produced 2 handouts that make it very easy to see where you can and can't fish.

We recently had a fisherman lay a surface net within the 6-knot area of Newtons Cove. We were alerted to this and responded immediately. By the time we arrived a swimmer had swum into this net. Fortunately, he did not become entangled in it. The net was shortly recovered by its owner. A few months later the owner of the net was convicted by the courts on 3 counts. Detail are "In the other Dock" above.

- Mark your buoys with boat number
- Don't leave surface nets unattended EVER
- Make sure your bottom net has plenty of water over it on the low tide.
- Make sure you have a Fishing Permit
- If fishing through mooring, make sure your marker buoys are well clear of boats and moorings.



DID YOU KNOW- YOU HAVE A HARBOUR CONSULTATIVE COMMITTEE

A Harbour Consultative Committee, representing the diverse range of users within the harbour, meet regularly to discuss harbour management. The constitution of the HCC is described in Article 6 of The Portland Harbour Revision Order 1997 is available by clicking [HERE](#).

Agenda items typically include:

- Welcome, Introductions, Apologies for absence, Minutes
- Matters Arising
- Operation, Management and Regulation of the Harbour.
- Harbour Incidents, Dangerous Occurrences & Near Misses
- Maintenance and Improvement of the Harbour.
- Any other business.
- Proposed future meeting dates (Thursdays)

Members include in order of appearance in the legislation:

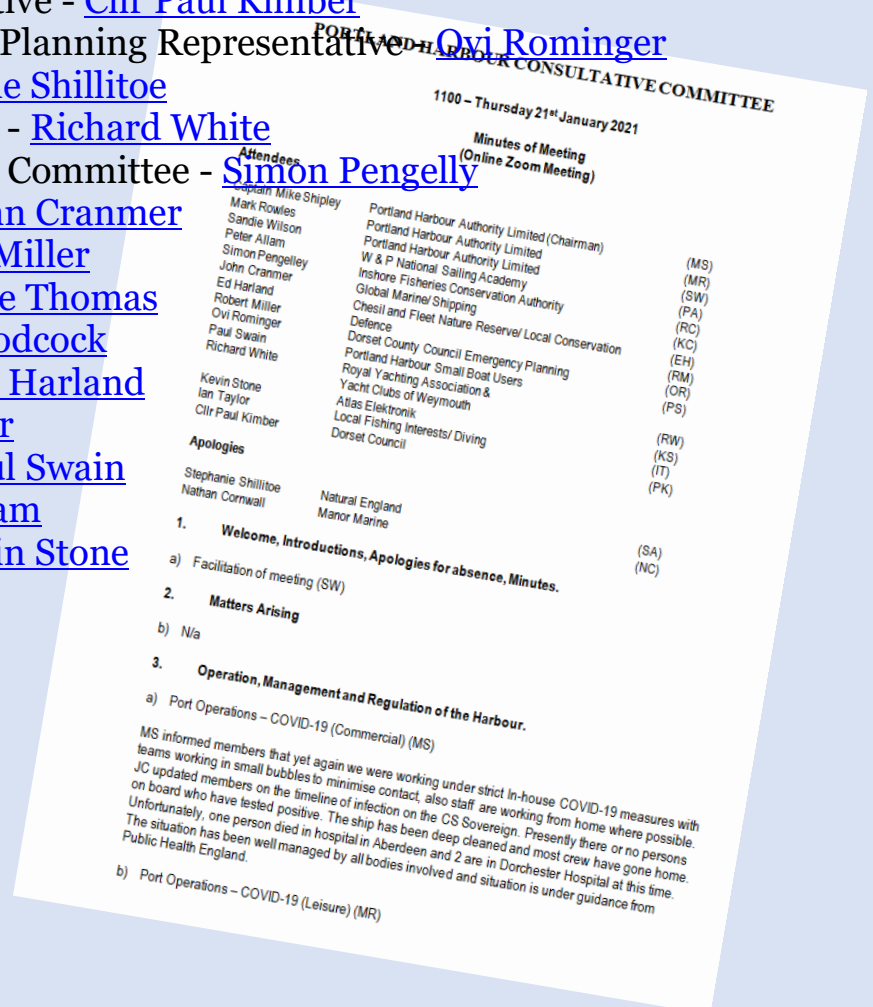
- [Harbour Authority representatives includes the Harbour Master \(Chairman\), Environment and Leisure Representatives](#)
- Dorset Council Representative - [Cllr Paul Kimber](#)
- Dorset Council Emergency Planning Representative - [Ovi Rominger](#)
- Natural England - [Stephanie Shillitoe](#)
- Royal Yachting Association - [Richard White](#)
- Southern Inshore Fisheries Committee - [Simon Pengelly](#)
- Shipping interests - [John Cranmer](#)
- Defence interests - [Robert Miller](#)
- Commercial interests - [Clive Thomas](#)
- Fishing interests - [Dan Woodcock](#)
- Conservation interests - [Ed Harland](#)
- Diving interests - [Ian Taylor](#)
- Recreational interests - [Paul Swain](#)
- Sailing interests - [Peter Allam](#)
- Operational interests - [Kevin Stone](#)

Meeting Dates:

Typically, 3-4 time per year

Minutes:

[Can be found here](#)



BUSINESS BOUNCES BACK FOR PORTLAND PORT UNDER CRUISE RESTART

It has been three months since the green light was given for domestic cruises to resume following adherence to Government guidelines. In that time Portland Port has welcomed 60 vessels, with two left before the season ends making a record number of calls for the port.

Domestic cruising restarted on May 20th with the MSC Virtuosa being the first to lead the way with the new cruise format whilst restrictions were in place. Portland Port first welcomed the MSC Virtuosa on May 22nd as part of her inaugural itinerary and on Sunday 22 August was delighted to welcome her back for her 15th call this summer. During the same period Portland Port has also been delighted to welcome many other vessels as the restart of domestic cruise operations has grown and expanded.

The port has hosted turnaround calls for the brand-new sailing cruise vessel Golden Horizon as well as seeing the welcome return of an old friend, Hebridean Princess. The busy restart has also seen a number of inaugural visits into the area including the Celebrity Silhouette, Viking Venus, Viking Star, Marella Explorer, Marella Explorer 2, Saga's Spirit of Adventure and Fred. Olsen's new ship Borealis.



Ian McQuade, General Manager Commercial at Portland Port said “We have been delighted to have been included in so many re-start itineraries and really appreciate the vote of confidence the cruise industry has given Portland Port. And the season is not yet done! We still have over 20 further calls to come, including our first international calls of the year. Whilst this cruise season

bears little resemblance to the programme that was originally planned it will nonetheless be a record breaking one for the port”.



The cruise lines have gone above and beyond in their effort to provide the safest possible environment, using the latest technology, the most up to date testing and a whole host of new safety policies and procedures. At the same time Portland Port has

worked closely with the local port health authorities to ensure that its own protocols have been up to standard. Ian McQuade commented “The success of the season to date is testament to the hard work put in by all, both at Portland Port and throughout the industry, to get things up and running again so smoothly”.

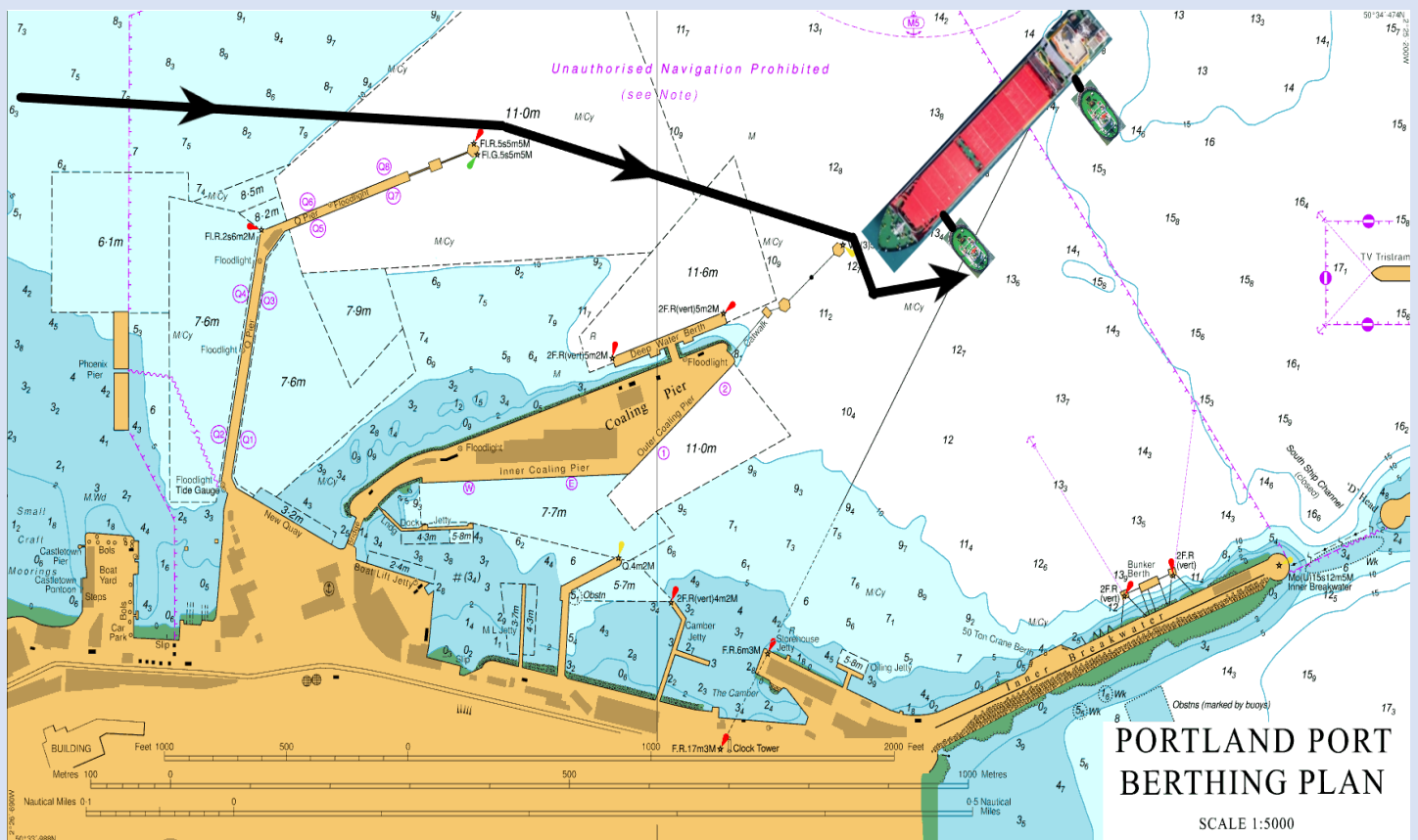
A RECENT INCIDENT

A near miss occurred within the Controlled Area of the Port involving a slow-moving Panamax Animal Feed Ship and a small Leisure Craft recently.

The Ship was on its final approach to the berth on the Outer Coaling Pier and was under tow with two of the Ports Tugs in attendance and with the Pilot Boat patrolling to the South inside the Controlled Area.

It was moving at around 2-3 knots and had around 20 metres in front of the bow before it closed in proximity to the easterly Dolphin mooring line point.

The Pilot on Board the Ship spotted a small Leisure Vessel with three people on board come from Castletown direction and disappear from sight under the ships bow. The Pilot immediately warned the Pilot Boat.



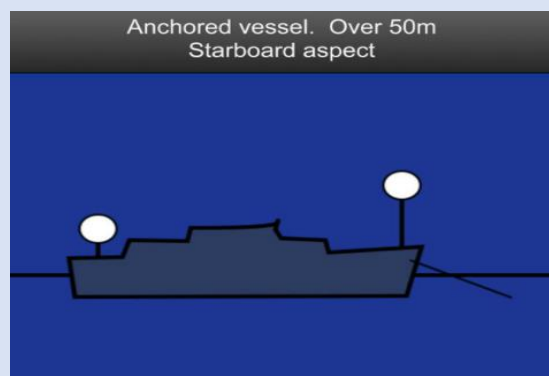
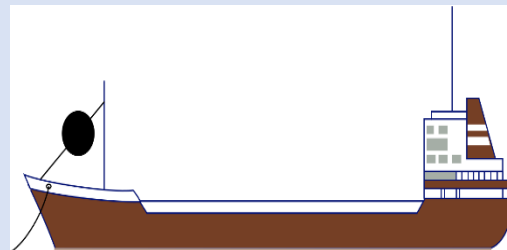
The Pilot Boat did not have time to travel around the stern of the Animal Feed Ship to intercept it. The Skipper of the small pleasure boat had entered the Controlled Area without permission from the Harbour Master and thought the Ship was stopped and decided to squeeze through the 20-metre gap blindly passing across the bow of the moving Ship before turning to Port and heading for the South Ship Channel.

As the Leisure Vessel rounded the Bow of the moving Ship, the Skipper was shocked to find both Tugs and the Pilot Boat in the way and was intercepted by the Pilot boat for questioning once safely away from the Ship movement.

This was an extremely poorly judged manoeuvre and could have ended in a very serious incident. Large Ships are restricted in movement and cannot stop quickly.

Mariners are advised to ask these questions of themselves when approaching Commercial Vessels.

1. Are there any Mooring Lines attached anywhere?
2. Is the Vessel showing any lights indicating what they are doing, underway or anchored etc?
3. Is the Vessel showing it is anchored by showing an anchor ball?
4. Is the Vessel obviously moving, is there a wash at the bow or stern?
5. Should I be in this area?
6. If I suddenly break down, will I become a hazard to the oncoming vessel?
7. Should I transit around the stern rather than the Bow to be safe?
8. Have I given the Master/Pilot of the ship a clear indication of what I am doing?
9. Have a look at the Ship below and ask yourself “what’s happening here”



USEFUL LINKS

[PORTLAND HARBOUR AUTHORITY WEBSITE](#)

[LOCAL LIVE WIND](#)

[BUY HARBOUR DUES AND PERMITS](#)

[WHAT 'S ON EVENTS](#)

ALL CHART EXTRACTS

© Crown Copyright and/or database rights. Reproduced by permission of the Controller of Her Majesty's Stationery Office and the UK Hydrographic Office (www.GOV.uk/UKHO).

NOT TO BE USED FOR NAVIGATION”

[SUBSCRIBE TO THE NEWSLETTER HERE](#)