

Weymouth Harbour Management Board Annual Report 1st April 2017 – 31st March 2018

Chairman's Review

The Harbour Management Board have been grateful to the Senior Officers, Harbour Master and Harbour Team for their unstinting work. I have been very grateful to all the members of the Board particularly the four Independent Members whose input is extremely valuable.

Two reports have been received from external consultants and they are detailed within the Harbour Master's comprehensive report.

We were the subject of an 'inspection' by the Department of Transport to check that the harbour operation complied with the requirements of the Port Marine Safety Code.

To support the Peninsula redevelopment, a Harbour Revision Order has been produced and is currently going through the public consultation phase. This will enable the harbour to tidy up out-dated legislation and clarify how the harbour should be funded in future. This will help as the new unitary council for Dorset and the Town Council for Weymouth are formed.

The condition of the harbour walls is continually being monitored and opportunities taken to secure the significant funding required to keep the walls in a good, safe condition. Some repair work using council funding is planned for later in 2018.

We have enjoyed seeing Weymouth Harbour in the Warner Brothers 'Dunkirk' film including a supporting role for our Vice Chairman Colin Huckle and hope it and other initiatives continue to attract people here.

**Councillor Ian Bruce
Chair Weymouth Harbour Management Board**

Board Members

Until June 2017

Councillor Jason Osborne – Chair and Leisure, Tourism and Harbour Briefholder

Councillor Colin Huckle – Vice Chair

Councillor Ian Bruce

Councillor Paul Kimber

Councillor Ian Roebuck

Karen Brain - Independent Member

Jim Clark - Independent Member

Steve Pitman – Independent Member

Matt Walkden – Independent Member

From June 2017

Councillor Ian Bruce – Chair

Councillor Colin Huckle – Vice Chair

Councillor Richard Kosior - Leisure, Tourism and Harbour Briefholder

Councillor Jon Orrell

Councillor Kate Wheller

Karen Brain - Independent Member

Jim Clark - Independent Member

Steve Pitman – Independent Member

Matt Walkden – Independent Member

Business Plan and 2013 Port Marine Safety Code Audit

The Weymouth Harbour Business Plan 2014 – 2019 approved by the Management Committee on 5th November 2013 contained 26 recommendations related to the harbour covering a wide range of aspects from governance to operations. These recommendations have continued to contribute to defining some of the activities of the harbour. The Plan will be updated soon to reflect the end of ferry operations in Weymouth, local government reform and other developments.

2015 and 2017 MCA Port Marine Safety Code (PMSC) Health Checks

The Maritime and Coastguard Agency (MCA) visited the port in November/December 2015 to conduct a PMSC Health Check, which had specific focus on governance arrangements and the processes that support the Safety Management System (SMS) including policies, procedures, records and risk assessments. The MCA review helped to benchmark performance and similarly provided reasonable assurance that the development of the SMS was progressing along an approved pathway to full PMSC compliance. The MCA Team planned to revisit in a year to check on progress but in fact that visit was postponed due to their staff shortages.

The 2nd visit was completed in November 2017 when the MCA PMSC Health Check Team led by Captain Forkanul Quader visited Weymouth. The MCA concluded:

“Whilst some specific amendments were identified, in general it was seen that a substantial and well documented approach had been taken towards drawing

up a Safety Management System and associated operating procedures.

A significant amount of work has been undertaken by the harbour to set up an effective Marine Safety Management System, risk assessment and supporting documentation. This is credit to the HM and his team.

In general, from the areas which the Health Check covered, WHA appeared to have policies and procedures in place which supported compliance with the PMSC. It is to be noted that PMSC 'health check' was a sampling process and a snapshot of the port as it was found at the time of the visit. There are elements of good custom and practice occurring at the port which should be reflected in the Marine Safety Management System to ensure consistency and accountability".

Actions have been taken to rectify the pickup points and verified by Richard Noakes, the Designated Person.

Harbour risk assessments were subject to audit in August 2017 as part of a wider review of assessments across Dorset Councils Partnership. Harbour assessments were graded as being of a 'Good +' standard passing the industry test of being suitable and sufficient.

Stakeholder Involvement

The harbour staff maintain wide stakeholder involvement and as appropriate the Harbour Management Board. An active Harbour Consultative Group has met quarterly to discuss issues and inform the Harbour Management Board.

Finance and Trading

The Report of Out-turn at 31st March 2018 is given at the Annex.

Work continues energetically to drive income up and to make efficiencies. This is a continuous process alongside the evolution of the future strategy for the harbour and the implications of the Town Centre Masterplan on the harbour operation. The Harbour produced a surplus for the year of £300,106 against the original planned budget. This surplus will be transferred into the Harbour Reserve and used to assist future budgets. £126,752 of the above surplus will be used for projects approved for 2017/18 but to be completed in 18/19 as carry-forwards.

The following statistics provide some indication of the level of activity in Weymouth Harbour during the year 1st April 2017 – 31st March 2018:

Visiting Yacht Nights:

5223 visitor nights

- Up 3.7% compared to 2016/17.
- Down 1% compared to a 3 year average (2014 - 16).
- 118 short stays (down 9 on 2016).

- 444 free of charge given on new loyalty card scheme (up 116 on 2016).
- 44 other free of charge given on existing 4 for 3 scheme (down 36 on 2016).

Inner Harbour Marina Moorings:

Occupancy – 62% of 411 (down 7% on 2016 at end of year, overall yearly average up).

Inner Harbour Chain and Sinker Moorings:

Occupancy – 100% of 29 (up 10% on 2016).

Commercial Moorings:

Occupancy – 83% of 101 (same as 2016).

Overall during the course of the year occupancy figures have been higher than 2016 although the year end shows a reduction in moorings figures. The industry generally is experiencing challenging times along the south coast with lower levels of trade in both moorings and visitor movements. A proactive and varied advertising campaign continues for both commercial and leisure vessels with the aim of increasing the business. The harbour staff had displays in 2017 at the Beaulieu Boat Jumble and Poole Boat Show.

Harbour Projects and Developments

The asset and infrastructure plan supports the Business Plan by having a structured approach to the upkeep of the harbour and its facilities' infrastructure. This involves payments in to a reserve to save for expensive items in a rolling programme of works allowing the cash flow requirement to be smoothed, whilst also completing the in-year improvements programme.

Some of the items achieved in 2017/18 were:

- Refurbishment of Westwey Road toilets.
- Connection of slipway pontoons to water supply.
- Replacement of wood decking on North Quay pontoons Arms A and C.
- Replacement of the fire extinguisher bollards on North Quay Pontoons.
- Replacement of one of the harbour RIBs.
- Repaint of outside of Harbour Office.
- Replacement of washing and drying machines.
- Purchase of versa-dock for 3 permanent berth-holders' jet-skis.
- A new database for berth-holders and on-line renewal.

Planned major items for 2018/19 include:

- Connection of the Westwey Road toilets to a mains sewer to stop the use of a holding tank. Project delayed by property permissions for the pipe route.
- Refurbishment to Cargo Stage and Custom House Quay pontoon decking.

- Replacement of wood decking on North Quay pontoons Arms B and D.
- Replacement of electrical bollards on North Quay pontoons Arm D.
- Extension of Wi-Fi coverage.
- Replacement of harbour van.
- Some limited dredging.

The Harbour Walls Remediation Package has been focused this year on the sheet piling at Ferry Steps, known as Wall D. A number of repair options have been proposed, scoped and considered but not approved due to issue with costs and risk. There is still no decision on the option to be taken forward as the costs and implications are being considered. It is hoped the repair will take place in Autumn/Winter 2018. The existing harbour walls continue to be monitored and the restrictions imposed have not significantly impacted on harbour operations.

The sheet piling in the vicinity of Nelson's Wharf will be considered for repair as the next highest priority after the Ferry Steps' work has been completed. The condition of the harbour walls throughout is a collective concern. Although there is a programme of work to correct some of the issues it is proving to be more expensive than expected and is running later than anticipated.

A refreshed allocation of water for Weymouth Sailing Club, Weymouth Rowing Club, Sea Cadets and Weymouth Outdoor Education Centre has been agreed by the clubs and organisations. Heads of Terms for the renewal of the Weymouth Sailing Club lease have been agreed to reflect the changes from the review but the club are waiting to complete their lease with the Partnership's legal department. Approval from the MMO and EA have been given for Weymouth Sailing Club to replace their chain moorings in the Cove with pontoons but the work is dependent on a lease being signed prior to the significant expenditure involved. The aim is still to try to include the RNL's needs as they are looking to complete changes by 2019 for their new Inshore Lifeboat, which will not fit in the current boatshed.

Weymouth Town Centre Masterplan

The Town Centre Masterplan project has focused on the Peninsula development by evolving a concept, holding a public consultation on the concept and work towards submission of the application for Outline Planning Consent in June 2018. The public consultation of the Peninsula concept in March 2018 also covered the Wall D repair.

FLAG

The Dorset and East Devon Fisheries Local Action Group (FLAG) covering the area from Swanage to Beer was accepted by the MMO and received financial backing. FLAG Board meetings are attended by Cllr C Huckle and the Harbour Master at which bids are considered by the Board. £15K was awarded to Weymouth Fishermen for safety equipment.

Fisher Study

In the summer 2017 Fisher Associates completed a review of Weymouth Harbour to help identify a long term strategy. There was wide consultation including the

Harbour Management Board, the Harbour Consultative Group and harbour users. Fisher Associates worked with the Peninsula project to jointly evolve some ideas for the future. The final report was presented to the Harbour Management Board in October and consists of the following:

- Taking stock
- “Demand side” review
- “Supply side” review
- Value for money review
- High level business plan / evaluation of proposals.

The conclusion of the report is:

- This is a significant time in the evolution of Weymouth Harbour
- The vision is to be a leading destination harbour for tourism on the south coast.
- The strategy targets leading marine leisure and sea angling positions, with a thriving commercial fishing sector, supporting the socio-economic fabric of the Town.
- Much can be done to activate this with modest investment.

The intention is to distil the report in to a number of smaller projects, prioritise them and devise a plan to take the outcomes of the Fisher Report forward. Each of the projects will require a business case in its own right to determine the affordability and potential gain from the actions. Some of the Fisher’s recommendations on pricing have been taken in to consideration in setting fees and charges for 18/19.

Fishing Study

FLAG funding was approved for a study by a Fisheries Consultant to refine the statement of requirement of the commercial fishermen who operate out of Weymouth Harbour. Expert external advice was considered necessary to make the most of the opportunity, as the modern standards in the industry are not fully known locally. The consultant covered both the current fish landing quay and any future Peninsula plans. The report also included some strategy, supported by SWOT analysis of the local industry and some stakeholder consultation. The outputs from the report will be used to inform the next stage of larger peninsula development at Weymouth.

A discussion with the MMO gave some positive indications of possible funding support for a number of the elements of any projects to modernise and enhance the facilities for the fishing industry. Dorset Coast Forum assisted with a bid to the MMO for such funding, linking the above project work and the Peninsula development. The initial bid was made with the MMO in January 2019. There is though a relatively short timescale for the bid to be matured adequately for acceptance, approval and the commitment of expenditure as the fund is being closed. At the end of march 2018 there was insufficient maturity for the bid to be accepted. If the target dates are not met it is hoped the bid can be used to apply for Coastal Communities Funding or the potential successor to the European Fisheries Fund.

Harbour Revision Order

Authority was given by the Statutory Harbour Authority (Full Council) on 22nd February 2018 to prepare and submit a Harbour Revision Order to the Marine Management Organisation (MMO) in order to modernise and consolidate the current dated legislation relating to the Harbour operations. This should make the management and governance of Weymouth Harbour less complex. The main reasons for an HRO are:

- The statutory harbour legislation that currently applies is particularly complex and fragmented. Applicable Local Acts date from the 1820's, with the last extant Harbour Revision Order being obtained in 1996 (the 2012 HRO was a Temporary Order sought in connection with the Olympics). The complexity and fragmentation causes difficulties in relation to understanding and correctly exercising / complying with the relevant powers and duties.
- There are no powers of General or Harbour Directions in force at Weymouth Harbour and the Port Marine Safety Code Guide to Good Practice (in particular section 1.9) recommends that where neither of these powers is held, Harbour Authorities would be well advised to secure these powers to support the effective management of vessels in their harbour. Obtaining powers of General Direction requires a Harbour Revision Order. These Directions will replace many of the Byelaws. A separate process will need to be undertaken to put these in place.
- There are a range of additional common statutory harbour powers (examples set out in Appendix 1) which are not held by the Council as Statutory Harbour Authority that would assist in the efficient management and running of the harbour. To facilitate the Peninsula redevelopment scheme by giving the power to be able to dispose of harbour land where this is no longer required for harbour purposes as might be necessary. This legal ability to be able to deal with land issues is time critical to the progression of the comprehensive redevelopment of the Peninsula. Without this HRO delays will occur that might otherwise be avoided.

Harbour Staff

Rebecca Mustoe returned from maternity leave in October 2017.

The staffing levels are being closely monitored as a clearer way ahead is established for the requirements of the Commercial Area and Peninsula.

Navigation, Conservancy, Safety, Pollution and Security

No significant incidents occurred in relation to the safety of navigation. A Trinity House Audit was completed satisfactorily in October 2018. All navigation lights and marks have been audited by Trinity House in March 2018 and were reported as satisfactory and maintained to a high standard. All defects and points have been rectified.

The annual hydrographic survey of the harbour was completed in December 2018. There have been no significant changes in the depths over the last year but a

gradual reduction in the depths of water in some areas of the harbour over several years indicates the need for some dredging. A marine licence for disposal of dredged material has been granted by the MMO for use over 5 years. Dredging will take place as funds and dredging assets are available.

An annual statement of compliance with the Port Marine Safety Code was submitted to the Harbour Board in February 2018. This, combined with previous years' reports and MCA PMSC Health Check visits, allowed the 3-yearly compliance notification to be sent to the MCA. Mr Richard Noakes, Dorset Councils Partnership Safety Officer, remained as Designated Person, supporting and reviewing harbour operations.

There is a continued programme of personnel and equipment training.

There were 8 acts of pilotage in the year.

Harbour Events

Many events continue to take place regularly in and around the harbour and are provided support by the harbour team. These attract large numbers of visitors in to the town. The most notable event is the Seafood Festival in July. The more interesting visiting vessels including Tall Ships continue to be a main attraction.

The Harbour Staff displayed at the following Exhibitions:

- Beaulieu Boat Jumble - April
- Poole Boat Show - May

Dunkirk Film

Weymouth Harbour was used by Warner Bros to film approx. 8 minutes of a major new Dunkirk film. The film was released in July 2017, showing the harbour in a positive way and generating interest for visitors.

Inquest Touching the Death of Louis Oliver Harris

The Harbour Master attended the above inquest in Bournemouth on 11th July 2017. An 'open conclusion' was given to the death by drowning of Louis, who died on a night out in Weymouth in February 2016, as it could not be determined how Louis had died. Harbour safety and procedures at the night club were severely challenged during the inquest but no recommendations were eventually given by the coroner.

Significant Incidents

The following significant incidents have occurred in the harbour during the reporting period:

- In May a gentleman voluntarily entered the water in the Inner Harbour and despite a considerable search effort, a body was recovered the following day.
- In early August a lady fell between her boat and the pontoon. The circumstances of the incident and the actions taken were investigated and any

points taken in to consideration. Some recommendations were forwarded to berth-holders.

- There have been 2 further recent occasions of people falling in the harbour. One was a consequence of excessive alcohol and the other an unfortunate sequence of events triggered by a medical condition.
- There have been several incidents of PWCs being operated irresponsibly in the harbour and Bay. These actions were discussed with some of the individuals concerned. Contact has been made with the Personal Watercraft Partnership to discuss if there are any improvements that can be made in the management of PWCs.
- The use of flares on any occasion apart from an emergency is illegal and irresponsible, it could put somebody whose life is already in danger in a more serious situation. Parachute flares can be seen for a considerable distance. The actions of some individuals during a Fishing Protest in Weymouth Harbour and Bay generated a significant number of 999 calls to the Coastguard. This was discussed at the Harbour Consultative Group.
- 2 vessels were rescued in the Outer Harbour having broken from their moorings during the 'Beast from the East' gales. A member of staff sustained a crushed finger injury in the process.
- Support has been provided to a number of vessels brought in to the harbour by the lifeboat for various reasons including defects and illness.
- There have been several injured people treated at the Harbour Office after falling off bikes due to slipping on the railway lines.
- A small number of people each year topple in to the harbour whilst berthing boats. All were quickly recovered.
- There have been a number of vessels caught speeding in the harbour and the crews re-briefed.
- There have been a small number of berthing incidents with boats colliding during the process. No known injuries or significant damage.
- There have been a number of violations of the Weymouth Bay regulations that were dealt with at the time.
- There have been numerous instances of youths swimming at the harbour entrance off the Pleasure Pier. The Police have provided assistance on occasions.
- Several sickness or injuries to visiting boat crews or harbour users requiring first aid treatment and/or assistance from the emergency services.
- There have been repeated pier jumpers from buildings on the Pleasure Pier and the Town Bridge. The police have been involved.
- There have been some trips and falls.
- Alcohol-induced behaviour has accounted for a number of incidents around the harbour.
- The North Quay facilities under Trinity Church were broken in to many times during the winter. There was evidence of drug use and homeless activity. The police and other support teams have been involved. A member of staff was treated at hospital for a needle injury.
- Numerous vessels have been towed alongside by the harbour staff after engine failures.
- A number of low key accidents were reported amongst harbour staff. No causal trends have been identified.

In Conclusion

The year has continued its recent pattern of being challenging with a high level of activity. The financial pressures of running the harbour are a primary concern. This is likely to be the case for some time as the harbour evolves alongside the town developments but there have been some very positive steps in looking to the future. The Harbour Staff remain enthusiastic and committed to providing the best service. Consultation with the harbour users remains vital in the way ahead.

(Signed on original)

Keith Howorth
Harbour Master

Annex:

- A. 2017/18 Harbour Budget Outturn Report.

2017/18 Harbour Budget Out-turn Report
Harbour Management Board 27 June 2018

	2017/18 Full Yr Budget	2017/18 Outturn	Variance	
	£	£	£	
Summary of Revenue Budget:				
Expenditure:				
Employees	321,973	398,706	(76,733)	(A)
Premises	276,492	119,088	157,404	(F)
Transport	979	749	230	(F)
Supplies and Services	92,796	89,021	3,775	(F)
Service Recharges (Non-controllable)	227,750	227,750	0	(F)
Asset Management: Improvements	291,870	128,722	163,148	(F)
	Total Expenditure	1,211,860	964,036	247,824 (F)
Income:				
Rents and Licences & Other Income Activities	(1,110,104)	(1,162,386)	52,282	(F)
	Total Income	(1,110,104)	(1,162,386)	52,282 (F)
Reserve Movements				
From Reserves - c/f for Asset Management: Improvements	(108,670)	(108,670)	0	(F)
	Total Reserve Movements	(108,670)	(108,670)	0 (F)
	Net Budget (surplus) / deficit	(6,914)	(307,020)	300,106 (F)

Harbour Reserves Summary	Harbour Reserves
Balance b/f	908,717
Transfer to Revenue Budget for Asset Management Improvements	(108,670)
Predicted Year End Surplus	<u>307,020</u>
Total of Harbour Reserves*	<u><u>1,107,067</u></u>

* Balance includes a carry forward request of £126,482 to 2018/19 re Asset Management Improvements

Independent Reserves (IR) & Capital Schemes (CS)

Harbour Walls Remediation Works (over 3 years)(CS)	£
Budget	1,955,000
Spend to date	(44,262)
Committed Spend to date	<u>(17,684)</u>
	<u><u>1,893,054</u></u>
Pleasure Pier Structural Maintenance Reserves (IR)	£
Balance b/f	26,551
2017/18 Contribution	<u>20,000</u>
Expected carry forward	<u><u>46,551</u></u>