

Weymouth Harbour Consultation Group (WHCG)  
 Wednesday 22<sup>nd</sup> of May 2024 (WTC Chamber and Teams, 19:00-21:00)

**Present**

Tim Day	TD	Chair and Clubs of Weymouth Representative
Ken Buchan	KB	Head of Environment and Wellbeing
Ed Carter	EC	Weymouth Harbour Master
Cllr Rob Hughes	RH	Chair of the Harbours Advisory Committee
Dave Caddy	DC	Vice Chair and Harbour Traders Representative
Andy Alcock	AA	Commercial Fishermen Representative
Alan Hale	AH	Boat Owners Inner Harbour Representative
Colin Thomas	CT	Substitute for Boat Owners Inner Harbour Representative
Will Holmes	WH	Weymouth Beach / Leisure Users Representative
Simon Kershaw	SK	RNLI Representative
Dan Bell	DB	Commercial Passenger Carry Vessels Representative Substitute
Cllr Kate Wheller	KW	Weymouth Town Council
Sara Cornick	SC	Training and Education Schools Representative Substitute
Jamie Pullin	JP	Charter Boat Representative
Mary Harris	MH	Harbour Traders Representative Substitute and Weymouth Harbour Watch
Jamie Thornton	JT	Dorset Marine Police
Amanda Anderson	AA	Dorset Police Resilient Communities Coordinator
Sarah Johnston	SJ	Minute Taker/Admin Support

**1. INTRODUCTIONS, APOLOGIES AND SUBSTITUTE MEMBERS**

**TD** opened the meeting and apologies received from Paul Swain and Callum Seggie both unable to attend. Introductions around the room were made with new members present.

**2. DECLARATIONS OF INTEREST**

Declarations of Interest compiled by **SJ** was distributed to members present for review. Online participants to receive document separately. Once confirmed will be added to the documentation and can be updated if required.

**3. MINUTES AND MATTERS ARISING**

**TD** asked if anyone had any points from the previous minutes.

- **SK** raised the 4-knot speed limit in the harbour as listed in the General Directions. The Lifeboat struggles to maintain that limit whilst manoeuvring on and off her berth. **EC** confirmed that the speed limit listed in the General Directions was taken under advice to ensure continuity of the speed limit in the harbour and the bathing area inside the white buoys in the bay. Larger vessels with a higher tick over, being driven with care and caution would be not seen to seek action against. **AH** asked about the No Wash signage at the pier heads – **EC** confirmed that a lot of signage is still be replaced where required. **AA** asked about enforcement with JetSkis within the harbour, once

they launch at the Slipway, they do doughnuts and speed but then slow down by the time they travel past the Harbour Office. **DB** also added that they are speeding once round the knuckle at the Linkspan. **EC** will follow up with the AHM's and confirmed that with the new CCTV at the Commercial Area will enable better identification of speeding vessels. **AH** raised about rules of the road for all harbour users, especially JetSkis. **DB** also raised that when the firework displays are on and persons on Jetskis going out into the bay to view them often return in the dark with no navigation lights on. **EC** confirmed more night shifts will be happening during the firework nights and Dorset Marine Police will be asked if they would like to attend as well.

#### **4. HARBOUR MASTER UPDATE**

##### **1.0 Harbour Use**

1.1 The marina berth numbers have closely mirrored the past two years, interest from new customers this year hasn't been as strong as previously seen. This has particularly affected the small boat market of 6m and below category. We are still taking enquiries and we are filling vacancies wherever possible. We're still holding a waiting list for bigger vessels of 10m and above. With the cost-of-living pressures, it's probably likely that interest in small vessel berthing is going to remain low for the time being. Where people are able to take their boats ashore saving money they will.

After a full review of our commercial berths and where there was rafting, we have reduced them to 84 commercial berths with 91% let, out of the remaining 7 spaces there are a couple that are referred to as non-income berths. For example, one is next to the slipway to provide a free berth to tie up on when launching and another is too shallow and one too small, until the vessel next to it changes, we are unable to do anything with it. We have been doing some adjusting and seeing where we can get people in of the remaining berths where possible, the vessels that are on the waiting list, simply too big to go into them. But generally, the picture is pretty good.

Harbour usage at the beginning of the year has again been characterised by really heavy rain, at times strong winds with Easter coming so early this year. It has also made activity in the harbour remained very low. The fishing fleets has been making the most of any weather window that they can, but there has been lot of days when they've been confined to port. The reports across all three of the Dorset harbours show the business for the Charter and trip boat sector and the shoreside traders is generally quiet.

With the weather is sort of warming up, we know we are seeing on sunny days that there are plenty of people around and on days when it's showers, the town in general is extremely quiet. Again, I think with the cost of living and that people are being quite economical with their spending at the moment and being quite choosy where they go and how much they spend. The weather is improving, and we have hosted some really big yacht rallies. In particular, we had a rally in mid-April of 54 vessels from the Junior Offshore Group which took up almost of all of our visitor pontoon space in one go.

It was really nice to hear them comment that Weymouth is the best organised and with the best radio etiquette of all the harbours we visit, they love coming here. It's all carried out with efficiency, and they look forward to coming back. It's certainly nice to

receive such high praise and I'm immensely proud of the job the team did on that weekend. You know, it was 54 boats all rafted up in one go was nothing short of spectacular.

**JP** - raised concerns about the narrowing of the channel in the harbour where the vessels were rafted on B7/8 and **AA** raised the issue with the shorelines for the outside vessel was not kept tight and the vessels swung out. **EC** to review with team to ensure future rallies do not restrict narrow points within the harbour and are moored to minimise swing in all weather conditions.

On May the 14th, to mark the 200th anniversary of the Royal National Lifeboat Institution, we had a parade of sail. It was closer to 70 vessels in the end that took part, including the Weymouth lifeboats, classic sailing boats, modern power and sail craft, and a host of smaller vessels. Crowds lined the harbour side to watch the parade and it was really good to hear all the applause and cheers of support for the lifeboats crew as well. It was a really good event. The conditions in the Bay were not as we would have wished. It was very, very choppy out there and while we did have instruction and saying to people that when you go on the parade you get to the entrance, please go out into the Bay with that didn't really happen and everyone immediately tried to turn around and then come back in. So, it did get extremely congested down towards berth two. We had our boats out there and while things did get congested, though everyone was travelling so slowly and being very careful with what they were doing, and I certainly didn't see will have any collisions reported or incidents happening or anything like that. So yes, it was definitely tight at times. It was very well received and again really, glad to be involved in these events.

**SK** - expressed thanks from the RNLI for the support that the harbour gave and indeed all the users who supported it.

## **2.0 Incidents**

2.1 The Harbour team have recorded 25 incidents since the last meeting, including:

- A couple of tows due to mechanical failure
- A couple of reports of potential theft
- Antisocial behaviour and reported graffiti.
- 9 reports of diesel on the water
- Missing life rings
- One report of excessive wash

We have gone out to 9 reports of diesel on the water over the last period, all have been investigated and have a suspicion of them coming from the storm drains into the harbour around ASDA area. When reports are made with no immediate source then the drains will be check. Please pass onto all the boat users in the harbour to be careful with their bilges or if they have an accidental spillage to let us know, as we have the staff and equipment to clean it up, accidents happen.

**AA** – commented on an increase in vehicle accidents at the ASDA junction where fuel spills will then be washed into the drains. Noting accidents could lead to identifying the source of fuel being in the harbour. **JP** advised about an incident at the Swannery Car Park by a fishing platform in Radipole lake where the remaining

clear up equipment is still there. **AH** confirmed as a Bailiff covering Radipole lake the RSPB report to the Environment Agency when incidents happen there.

### **3.0 Operations**

#### 3.1 General Directions

Following the adoption of the Weymouth Harbour General Directions at the March meeting of the Harbours Advisory Committee, the directions did come into force on Monday the 25th of March. The directions have been given for the purpose of promoting and securing conditions conducive to the ease, convenience or safety of navigation, the safety of persons and the protection of property, flora and fauna in Weymouth harbour, as prescribed in the harbour revision order in compliance with the order. We put formal notice of the General Directions in physical locations around the harbour, online and in the Dorset Echo, and there is a copy available to view at the Harbour Office should anyone wish.

We're trying to get the information out there as much as possible and again looking at our signage review. This is one of the places where we are looking at updating any signage where we can refer to the bylaws. There are a lot of old signs of bits and pieces that need replacing. But generally well received, which is a good thing.

#### 3.2 Oil Spills & Response

While we have had a couple of things notified to us, we haven't had to follow our procedures to formally notify external bodies. We haven't had to deploy in store resources. On the 14th of May as well as the parade of sale. We did have an incident management exercise and that was in conjunction with Adler and Allen who are our Tier 2 contingency contractor. We conduct one of these exercises every three years.

Which is to test the oil step plan and responsible harbour and also the Tier 2 response resources. The simulation was that approximately 10,000 litres of diesel was spilled out in Weymouth Bay from an external source. This was a potential bunkering incident. It can rise to a full test of our contingency plan, including notify notifying the relevant bodies, which starts with. The MCA Environment Agency, the Marine Maritime Coast Guard Agency, the MMO.

And of course, we notify people like Portland towards Council, mostly planning police and fire and all that sort of stuff as well. And we actually have representatives attending from the MCA, the MMO Environment Agency. Police. Thank you very much, Jamie. Fire and Rescue Weymouth Town council, the Dorset Council, allergic to planning, resilience team and the chairman of the Consulting Group. Tim, thank you very much for coming along as well.

I was really pleased with the test. It showed that our capabilities are definitely there to, to deal with things that as always their learning points taken away. And again I was very proud of the team how they conducted themselves in a really exemplary and professional manner and covered our whole requirements to the exercise, the plans now being reviewed and will be shortly putting out to consultation with key stakeholders prior to another five year sign off by the MCA. So that process is all going through.

### 3.3 PMSC Audit

We had our Port Marine Safety Code audit on the 19th of March and that was carried out by our designated person, James Hannon, who is contracted from ABPMer to come and see that we're doing everything properly.

We were found to be fully compliant with the Portland Safety Code. Only a very small number of observations being made. Which were mainly updates to our plans where there's been a new MGM safety notice. James will give his full report to the Advisory Committee in September and a copy of the report will be circulate to anyone that's interested as well. It's always interesting to see that we're doing a good job and nice to hear from external resources as well.

## **4.0 Harbour Works**

### 4.1 General Works

Following the failure of one of the commercial pontoons in early 2023, when one of the pontoons jammed on a rising tide, we have increased our inspection regimes and identified further areas that require immediate repair. One of those in particular is the waiting pontoon outside the town bridge, where the H beams are coming very loose on the wall. Advice has been taken from the coastal risk engineers and we have instructed repair on that, it will be going ahead soon. There has been a lot of maintenance on the gangways recently. The gangways were found to look good on top, but when you got down underneath, they were looking decidedly rusty and rotten. We have done a lot of repair work there over the winter period in all of our gangways now are in are in good condition.

There is ongoing maintenance planned in the risk management plan around the pontoons. There are identified areas that do need immediate repair, and we are bringing some of those repairs forward from the plan to make sure the pontoons are remaining safe and useful as possible. We are also going to try and tie in some of the pontoon replacements with the wall repairs as they happen over the next few years, but we are waiting to have the full timeline, the outline business case from the universal risk management team for that one.

### 4.2 Weymouth Quay Regeneration Project

The full final sign off and handover from the contractors is due on Friday 31<sup>st</sup> of May. There has been a snagging meeting today, with a few things to address. It was discovered that the power for the ice makers had not been installed. Generally, the quality of work across the site is really good and we are very pleased with it. Delays to the completion of the project have primarily centred around the provision of the electrical infrastructure in connection to the main grid. We are still waiting for a date from SSE to come down and connect us to the main grid. They are proving a pretty intractable getting any information out of them.

Now the major resurfacing works are finished as well as the line painting has taken place across the site delineating areas from the vehicle movement, providing extra parking space in the peninsula, CCTV and lighting columns have been installed and again the ancillary structures, the power substation switch room, ice making facility in chill catch and bait storage have all been completed but waiting for the switch on. A small snagging list is being worked through, but generally the quality work across

the site very good. I've been really happy with working with Knights Brown and would again in the future.

Prior to the installation of a solar panel array, it was identified the original location containing asbestos in the roof tiles of the building. Through then further in depth surveys we did, we determined that none of the existing harbour buildings, either because of asbestos contamination or concerns around the ability of the roof areas to support the panels were suitable. So to make sure that we do include the panels within the project. We're looking to site the panels on the ground within the commercial support area which will be on their own sort of scaffold structural structure which will be able to move then in future, when further development takes place. To keep cost down, we are very much looking to offset the, electricity we have in the solar panels towards the cost of running these facilities. That's been the goal all along.

All works today have been carried out to a very high standard. The interface between us and the contractor has worked very well with us all communicating very regularly. We've enhanced the fence lines around the projects to keep the public safe and also providing more secure commercial port area with automated gates on the one-way system enabling vehicles moving through the fishing port area. And we've also reviewed all the CCTV coverage and changed the design slightly. We actually get better coverage using less cameras, which again has saved us some more money. The gate on the Pleasure Pier was outlined in the proposal I did earlier last year, which is centred around the issues with anti-social behaviour in that area. With the issue of antisocial behaviour is there's generally little to no consequence for very low-level antisocial behaviour. All of the bodies, the Police, the Community Safety Officers etc; are all hugely busy and its very resource intensive getting down there to manage that area a lot. The gate has been put in place to provide a consequence. Essentially, I'm working on a management structure for the pleasure here at the moment, which in its in its sort of simplest term. This gives us a structure to work within, so if we're seeing a certain level of behaviour, so for example, we turn up, there's a couple of people jumping. They're very polite, and then we talk to them, and they leave again. That's fine. So, no further action is taken. The other end of the scale would be we're seeing things like, alcohol and drug misuse, potential, aggression, violence, etc. It would be, that sort of thing. If we are not being listened to then the other end of the scale response would be we ask for Police attendance and we can close the pier. The gate is in place to provide a consequence to people that are not listening and not abiding by the rules. It is my intention that the Angling Club will have a code so that when the gate is closed, people that want to use the pleasure pier for the right reasons will still have access to it.

With the site being handed back to us, the work is going to begin to complete the items such as the health and safety signage, a waste reception area, which includes a larger area for the Weymouth and Portland Marine Litter Project to operate. We are also going to be installing public realm items such as benches, information boards on the notice board, fish landing, key history and a pleasure pier and the sea hives, low impact lighting for the pleasure pier and a memorial for the fishermen lost at sea. This is the opportunity as well to thank Weymouth Town council. We've been working with us and they're leading on matters relating to sponsorship, memorialization and maintenance of the benches along with their kind financial contribution for the installation of the 18 benches that we are fitting across the site. Thank you to Kate, on behalf of Weymouth Town Council.

**JP** – Questioned access to the ice making facilities for Charter vessels, as they currently use the existing facilities at the Slipway. **EC** confirmed that it will be available for all harbour users.

**AA** – Advised that he and Edgar Moxom are the owners of the ice making facilities, having purchased them many years ago and had not been consulted on the cost and running of it, though Lyle was managing it for them. **EC** to meet with **AA** regarding this.

**KW** – Commented on her surprise at the missing details as she was involved with the initial planning and sign off of the project 5 years ago and all the facilities were listed with full details of power supply etc; Acknowledged that over the course of time things may have been missed and **EC** confirmed that the issue lay with the subcontractor on site.

**AH** – asked about the gates on the Pleasure Pier. **EC** confirmed that it is not his intention to close it but the gate is there as a last resort to control the area. It will not be done spontaneously and for no reason, only when there is a general feeling is that area can get out of control very quickly.

**AA** – Raised concern that visiting anglers are quite concerned about the loss of that facility. It was suggested that a possible subscription list is held with the Angling Club, so people can sign up and be identified as having the code and access, if closed. **AA** to look at how the Angling Club can facilitate this with a logging system if they contact the club prior to their arrival or they can guide them in the right direction, via the website.

**JP** – Asked about the gate at the top of the steps leading up to the Pleasure Pier from the harbour side. **EC** confirmed that there is a locked gate to access the steps, which can be accessed if required in an emergency, but it was to deter people being able to jump off the pier and then climb back up. The suggestion of a emergency contact sign should be installed if a person does fall in and then climb up the steps.

#### 4.3 Wall 4

Work for repair and strengthen on wall 4 are continuing. A full report is being presented at the Harbours Advisory Committee by my colleague Matt Penny. There have been no negligible effects on harbour operations through the wall collapsing and the site was all under full control. There are booms in place around the site, access has been maintained to the pontoons and there has not been any effect on people using their vessels in and out of the Marina. Regular catch-up meetings are held.

**AH** – Advised that one query came up regarding the tenders from the commercial pontoon being left on NQ E Arm and cluttering up the access for some our berth holders, but it has now sorted that out and the team has moved the tenders onto D37 where they are temporarily mooring. The owners have been advised that's where they should be.

The only other issue on the NQ wall work is regarding the dust, the contractor has been asked to try and keep the dust down as much as possible. And also, to ensure that better control on the protection booms as well because they are impeding both getting in and out of berths.

**CT** – Advised that pedestrian access to the NQ is not clearly signposted and risky on that side of the road. **EC** will report back to the Contractor.

**KW** – Would like to extend her thanks to the Contractors and was quite concerned about how things would operate there with MV Freedom. But has been assured by the Skippers that not only is it working well, but that the men working on site are being very helpful to the passengers when they're accessing the pontoon. The subject about pedestrian access to the pontoon is very dangerous and planned meeting with the Chair and the new cabinet member tomorrow, would be a good time to bring that up and review the safety aspect of passengers along that that whole route there because as it gets busier, it will get worse. People are wandering all over the place and with visitors cars not aware that there are people wandering all over the place, potentially we could have an accident there.

**JP** – Advised that when driving past early in mornings, you have joggers running up the side of the road and all sorts of people walking up that side with cars not actually realising that they should be in the bus lane and they're driving down the right side of the road. And cars are meeting head on down through there at the moment. **KW** – confirmed that the bus lane line on the road had been removed.

**EC** – Advised that it will be reported back to the contractor. Thanked **KW** for comments regarding MV Freedom and confirmed that he had spoken to the Skipper regarding access for people with mobility issues and if required space potentially could be found for various trips. The contractors are working very hard and it's been a rapidly changing project at times with a lot more repair work to do than they first thought. It should be completed as soon as possible.

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

### 5.1 Commercial Port Berths

Our commercial berths for the larger boats continue to be well used by the berth holders, the tug Kingston, which some of you will notice hasn't been here for quite a while. Recently had a catastrophic engine failure whilst working away from Weymouth. Consequently, the vessel is no longer in operation. However, Aquatic Towage are nearing the end of a procurement process for a new tug, and we are looking forward to welcoming them back to Weymouth in due course. They will be taking up their positions alongside the wall once the contractors team leave the site next week.

## **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**

- Fayre in the Square – 25<sup>th</sup>/26<sup>th</sup> May
- Wessex Folk Festival – 1<sup>st</sup>/2<sup>nd</sup> June
- Seafood Festival – 7<sup>th</sup>/8<sup>th</sup> September
- Ironman – 14<sup>th</sup>/15<sup>th</sup> September

**AA** – raised the issue of the Heras fencing being removed at Ferry Steps. **EC** confirmed that this has now been done.



**DC** – Advised that it had been reported to him about the lights in the quay regeneration area being on at 03:00 and shining directly at the houses along Trinity Road. **EC** confirmed that these should not be on currently and will review them, they are adjustable and will ensure that they are adjusted to only light up the correct area. **TD** – Asked about the delayed fuel pontoon. **EC** confirmed that the delay comes from Natural England requiring a full ecological appraisal and the MMO permit is to be issued around the 13<sup>th</sup> of June. Which type of diesel to be supplied is yet to be decided, **JP** and **AA** advised on the various requirements based on the type. Further discussions and a decision to be made by **EC**.

## 6. CONSULTATIVE GROUP UPDATE

- **SK – RNLI.** Increased number of shouts so far this year, 8 last month and 3 so far this month. Ernest and Mabel, the ALB is back from her maintenance in Poole. The Station refurbishment is now not happening this year, but the shop is moving further round the harbour, due to move next month and should increase footfall.
- **DB - Commercial Passenger Carry Vessels Representative Substitute.** NTR.
- **AH – Boat Owners Inner Harbour Representative.** Items will be covered in next section.
- **JP - Charter Boat Representative.** NTR apart from the weather.
- **TD – Clubs of Weymouth.** The WSC have the nationals this weekend, 36 dinghies launching with 6 support boats. The Rowing club are doing the final event of the Cornish Nationals Tour – going down the coast running events, due at the end of August but details are scarce could be up to 60 gigs – will confirmed once full details provided. The squib pontoons by the moored vessel COOEE on the south side of the harbour have been condemned because of corrosion, but they are going to be sleeved. There will a vessel that will be coming in to put the sleeves on and the harbour office informed.
- **WH – Weymouth Beach / Leisure Users Representative.** D-Day event at Nothe Fort, issues with traffic will be managed with assistance from CSAS. **EC** asked about the LNTM regarding the fireworks.
- **AA - Commercial Fishermen Representative.** Thank the Harbour Office staff for promptly dealing with a couple of items brought to their attention recently.
- **DC - Harbour Traders Representative.** Items being covered in the next section. Commented that due to the weather trade is very up and down.
- **JT – Dorset Marine Police.** All quiet but has not had anything reported.
- **MH – Weymouth Harbour Watch.** Thanks to Dorset Police and Harbour Office staff to attend the first Security Marking event on the pontoons on the 11<sup>th</sup> of May. Amanda Anderson, Dorset Police Resilience Communities officer, confirmed it was a good day with items being marked, with a flag being procured and there will be another event to be held at the end of the season. More stickers and promotion will be happening.
- **RH – Harbours Advisory Committee.** Confirmed that this is his first meeting as Chair of the HAC and will be having a meeting with the new Dorset Council Portfolio holder Jon Andrews and Ed tomorrow. Has been to Lyme Regis and West Bay catching up with the HM there and getting to know the situation with those harbours.

- **KW – Weymouth Town Council.** NTR – apart from the correct spelling of her name – **SJ** apologised and will update all documentation.

## 6. AGENDA ITEMS FROM MEMBERS

- **DC** - Blocked drain / Flooding under the town bridge, this is a regular item that just does not seem to get any answers. **EC** confirmed a regular item with no answers to date, Highways had been invited to this meeting but been unable to attend. It will be covered in the meeting with **RH** and **JA** tomorrow. **RH** confirmed that the previous Portfolio holder Ray Bryan is on the HAC and will be able to provide details on this. **DC** advised that the initial problem is not getting through to who needs to resolve it. **KB** advised that a letter drafted by **DC** is sent from **TD** as the Chair of this group to Jack Wiltshire head of Highways and Jon Andrews is copied in.
- **DC** – The Quayside Music Festival and the equipment left outside of the road closure times, along with road access and safety, around this event. An artic trailer left in the loading bay with just 2 cones for an extra day – it blocks the escape ladder access. **AA** advised that the haulage company cannot access to remove it due to food trailers being clamped preventing manoeuvring. The pedestrian tunnel was also blocked with beer barrels and waste collection could not access the bins. **JP** advised that access has been shut off earlier than listed, and the tunnel is turning into a car park. **EC** will raise at Safety Advisory Group with licencing and **KW** will also bring it up at the WTC committee meeting.
- **DC** - Cruise ship shuttle bus drop off at new site, traffic management / obstruction. **EC** acknowledge that this ties in with pedestrian access along NQ. **DC** advised that it was witnessed that a bus reversing back out of the car park onto the road, this blocked the road and could cause issues for the RNLI when on a shout, again no information has been provided. **AA** asked about the entrances in the car park. **KW** has arranged a meeting with other Ward members and the cabinet member to discuss. **MH** asked if this is a permanent arrangement. **KW** advised that there is mixed opinion on it, and it's been suggested that it's for a trial period. Please email **KW** if there are any further comments or thoughts. A meeting is to be arrange with harbour side traders and the BID. **RH** confirmed that as an observer on the BID meeting and it is on the agenda.
- **DC** - Old mooring rings on the southside of the harbour, can these get some kind of history signage, explaining what they were used for, instead of being a limp of metal that people curse as it is in the way? Can the old finger signposts be reused or renewed giving directions around the harbour to help find places? Promote an historic aspect to the harbour. **EC** to investigate about signage and it was suggested that it could be placed in the ring turning it into a bollard. **KB** asked if there is a conversation order on them, this could be the first point of call. **KW** advised that the BID paid for the historical tiles around the town and could be considered for them. **DC** noted that without the details and pictures of why the rings were used the history of them will be lost. **EC/KW/KB** to move forward on.

- **DC** - Delivery vehicles (Dray's) to Old Rooms driving over the metal Rings causing damage to footpath and potentially the history of the harbour. Covered in above point.
- **AH** - Update re the proposed improvements to the North Quay toilets/showers. **EC** confirmed that this will be reviewed with the proposal of a contractor coming in to refurbish them.
- **AH** - Update re the request for additional trolleys on North Quay and Westwey Road pontoons. **EC** confirmed that these are currently on order and will be located on the pontoons as soon as they are delivered.
- **AH** - Update re the provision of a narrow pontoon to one side of the main slipway. **EC** acknowledge that this has not yet been attended to and apologised for the delay.
- **AH** - VAT charged on the supply of electricity - berth holders are saying that our neighbours are being charged at 5% VAT rather than the 20% being charged on the council pontoons. **EC** confirmed that the VAT on electric supply has been only passed on as to what Dorset Council is charged. He has checked with the VAT department at Dorset Council and our berth-holders do not meet the 3 specific criteria for the 5% VAT charge.
- **AH** - Request for safety ladders to be installed adjacent to the tenders' pontoon areas. Concerns have been raised re not being able to get out of the water easily should someone fall in while embarking/disembarking their tenders. **EC** confirmed that safety ladder orders had been placed but they are too big for that area where required and at Chart Datum would be on the seabed, therefore looking to adapt current ladders to fit the pontoons.
- **AH** - Pot buoys in and around the entrance to the harbour. There appears to be an increase in the number of buoys and associated ropes which is causing concern regarding safe navigation. **EC** will revisit with harbour staff to check and remove where the pot markers are in the designated area of the harbour entrance.
- **AH** - Some berth holders have reported difficulties encountered with sailing vessels in the approaches to the harbour, in particular sailing dinghies' crews. Berth holders have suffered verbal abuse. **TD** advised that they are likely to have been WPNSA races out in the Bay and any abuse is to be reported to the clubs – it is not acceptable to behave like that. **EC** to speak to the various clubs to review the sailing area and Portland. **JP** advised that at anchor signs (balls) are not being heeded.
- **AH** - This is for my benefit - does the WHCG have a written constitution? **EC** and **KB** confirmed that the Terms of Reference cover this. There is no NDA in practice and meeting minutes once reported to the HAC are then posted on the harbour website for the public.
- **JP** – Tramway/Loop parking - It has been noted by a few that the spaces left between vehicles are never big enough for another vehicle. But are also ridiculously large. A note out to all permit holders may be needed for this. **EC** to view that car park and potential marking of bays. **AA** advised that bays were previously agreed to be marked by the previous HM. **JP** asked about the rumour of a new parking permit for the NQ car park at £250. This was

not confirmed, and no information could be provided on it. The Car Park charges will be reviewed by the new council members in due course.

#### **7. ANY OTHER BUSINESS**

- **AH** - The Waiting Pontoon is being used inappropriately and vessels are mooring inconsiderably for others. **EC** advised that with more Seasonal Staff available it will be monitored more during the summer months.
- **AA** - Raised the issue of toilet facilities at the new NQ car park. **EC** advised that the area was but back to minimum requirement – car park and that toilets would be a more permanent investment.
- **JP** – expressed our condolences to **KW**, **TD** echoed that sentiment.

#### **8. DATES FOR FUTURE MEETINGS**

##### **Harbour Consultative Group**

- Tuesday 3rd September 2024
- Wednesday 13th November 2024
- Tuesday 11th February 2025

##### **Harbours Advisory Committee**

- 12 June 2024
- 25 September 2024
- 4 December 2024
- 5 March 2025