



HARBOUR MASTERS NEWSLETTER

PORTLAND HARBOUR AUTHORITY

NUMBER 2 APRIL 2019

A GOOD IDEA

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

[Mark Rowles AHM](#)



STAFF PROFILE -EMILY REEVES – LEISURE ASSISTANT

Hello all,

You may have seen me out on patrol in the Harbour Masters RIB, helming or crewing on the pilot boat or heard me on channel 74 passing information from the Marine Control. Within in the Marine Department we are all multi skilled and have more than one role and fill in as required. All through the summer you will find me on the HM Rib, alternating weekends with Mark the AHM.

Where have I come from?

I did my 3-year marine apprenticeship on the Humber with Associated British Ports in that time I completed a Diploma in Maritime and Shipping Studies. I have also been to sea as a Deck Cadet with Princess Cruises and P&O Australia and now I am here, running the day to day leisure within the harbour and acting as a Marine Officer. I hold a RYA Powerboat Level 2 Certificate and am studying for my MCA Boatmaster's Certificate

What do I do in my free time?

Generally, I am out on the water on my SUP or in the water diving and snorkeling. If I'm ashore I can be seen hiking and exploring.

That's all for now see you out on the water soon.



NEXT ISSUE, MARK WILL BE FEATURED

YOUR QUESTIONS

Q: WHY DO YOU HAVE A HARBOUR PATROL?

A: As required by the Port Marine Safety Code, Harbour Master's launches or similarly identifiable port craft carrying out patrols can play an important role in the management of navigation within Port Limits. These craft have a wide range of functions, which will, to some extent depend upon the size of the port and the internal management structure. Their presence acts as a visible encouragement to users to navigate with care, whilst providing a means of enforcement should such action be necessary. Their presence also enables available assistance to any users in difficulty or distress. Where harbour personnel are used to enforce local rules, it is important that they are suitably trained to deal with confrontation, and the procedures to be followed if formal action becomes necessary, including the proper gathering of evidence.

Q: SO, WHAT ARE YOU CHECKING WHEN YOU ARE PATROLING?

A: On the patrol we will be checking and doing the following

- maintaining a visual presence in the port area, and in so doing representing the Harbour Master on the water
- enforcing port byelaws and directions
- collecting evidence following an incident and conducting preliminary investigations
- conducting spot checks on vessels in relation to Harbour Dues & Permits
- assisting craft in difficulty and responding to other emergencies
- acting as Forward Control/On-Scene Commander respectively during port emergencies and SAR incidents
- escorting vessels as required (e.g. vessels restricted in their ability to manoeuvre)
- monitoring craft licensed by the harbour authority
- monitoring jetty and other navigation lights and aids
- conducting routine surveillance of licensed works and moorings

LOCAL NOTICE TO MARINERS LNTM

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

- [No 02/2019 New Special Mark](#)
- [No 03/2019 Expansion of the Aquaculture Farm Inside of the Northern Arm](#)
- [No 04/2019\(T\) Autonomous Underwater Vehicle Trials](#)
- [No 05/2019\(T\) Towing Trials and Underwater Operations](#)

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?

To ensure that Portland Harbour Authority is informed of any accident, near miss or dangerous occurrence within its area of jurisdiction, the master of any vessel, or the organiser or hosting establishment having overall control of any event shall inform Portland Harbour Authority immediately with the relevant details.

Contact details:

Portland Harbour Radio: VHF Ch 74

Telephone: 00 44 (0) 1305 825335

By reporting in this way Portland Harbour Authority is better able to respond to the incident and offer assistance or advice.

A-HEAD LIGHTHOUSE

Built in 1905, the lighthouse was looking a bit worse for wear by 2016. Quest Marine were asked to undertake some repairs and give it a fresh coat of white paint.



Not an easy task requiring 12 tons of scaffolding to surround the tower. 47 tonnes of shot blasting grit was used and 50 tonnes of grit came back ashore containing multi layers of paint and rust.

4 tonnes of old batteries were also removed and recycled.



LOOKING GOOD

CCTV UPDATE



Over the years we have had some people breaking into a number of the buildings on the breakwaters. To combat this, we have had to install motion detecting cameras in

some of the buildings. These are directly linked to the Port Security and Harbour Control Offices, both of which are monitored 24/7. These cameras are also equipped with infrared night vision and as with all our cameras, footage is recorded and stored for a minimum of 30 days. This system can enable our Port Police to respond quickly.

SECURITY ISSUES

We are still getting people landing on the Breakwaters.

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

PORT TRAFFIC SIGNALS

The Port Traffic Signals (TRAFFIC LIGHTS) are located at the main breakwater entrances (North and East Ship Channel) and have the following meanings: -



3 Fixed RED in a vertical line A commercial vessel is departing the Inner Harbour. No other vessel is to approach in such a way as to impede the safe passage of that vessel.



3 Fixed GREEN in a vertical line A commercial vessel is entering the Inner Harbour. No other vessel is to approach in such a way as to impede the safe passage of that vessel.



3 Flashing RED in a vertical line: Entrance CLOSED, await instructions from Portland Harbour Radio (VHF CH74)

All vessels navigating in the vicinity of the breakwater entrances should always navigate with particular caution and adhere to the port traffic signals. Generally, when ships are moving the Pilot Boat will patrol the entrance but not always. Over the years we have had quite a few incidences where leisure boats / yachts have put themselves in danger by ignoring them.

PORT DEVELOPMENT

2018 witnessed a new milestone for the Port, that of more local recognition. In June 2018, Portland Port won the award at the Dorset Echo Industry Awards for 'Best Contribution to Local Tourism'. This was then followed in November, by winning Gold at the Dorset Tourism Awards in the International Visitor Experience of the Year category. To top off this amazing award success, on 7th February, a group from the Port, which included guests from Disney Cruise Line, Saga Cruises, European Cruise Services, Intecruises and Kuoni, attended the South West Tourism Awards at Aerospace Bristol, where the Port won Bronze in the International Visitor Experience of the Year category.

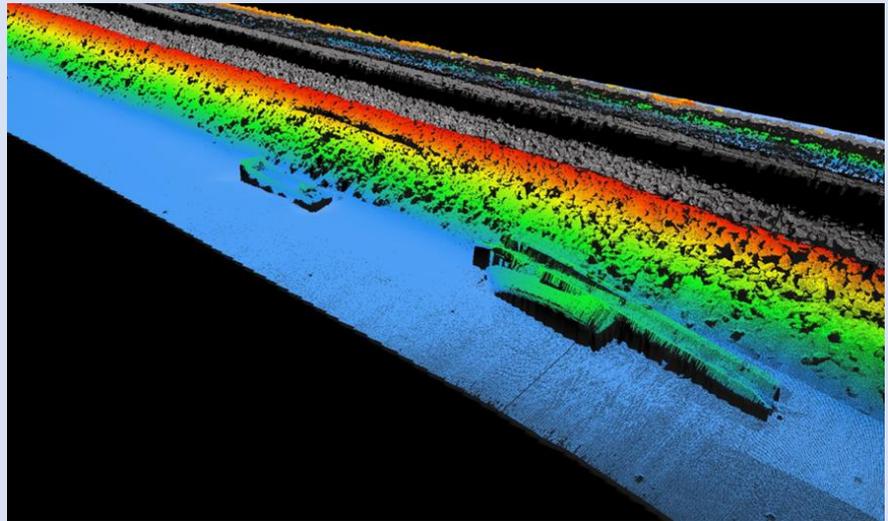


[Read the full story here](#)

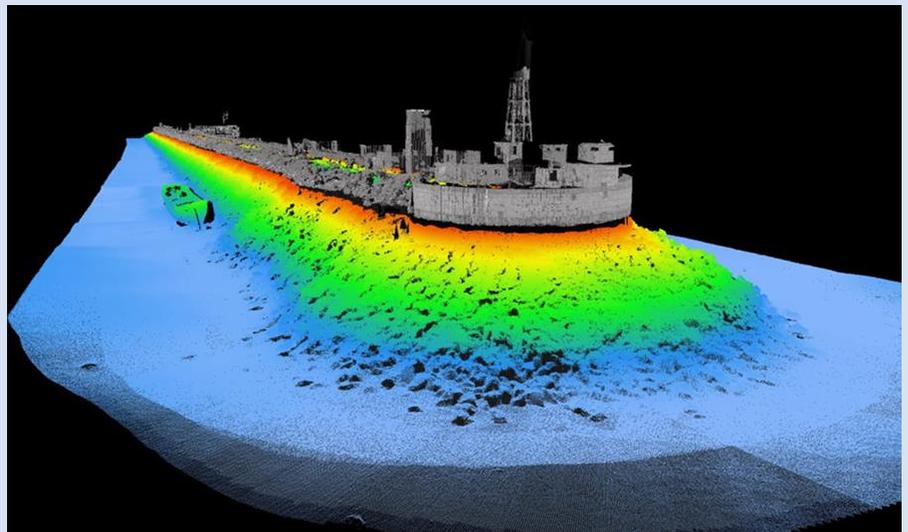
MAINTAINANCE OF THE BREAKWATERS

Portland Port is responsible for maintenance of the 4 breakwaters. Originally built between 1849 & 1906 they have suffered many storms with only minor rock movements. The port undertakes regular breakwater surveys using a Multibeam Sonar sweep. The images below were taken from a vessel fitted with sonar as well as laser imaging for the breakwater above water.

This image shows the wrecks of a Landing Craft and Bombardon Unit. This unit was sunk in 1944, it was an experimental star shaped wave breaking barge which was used in conjunction with the Mulberry Harbour.



Survey points have been installed along all the breakwaters and structures of the port to measure any movement. One of the most effective ways of checking for any movement is to undertake an Aerial drone survey. This is now happening on an annual basis.



“Don’t forget to get your Port & Harbour Dues and Permits in place for 2019

HARBOUR INCIDENTS

IS MY MOORING OK?

Discussions have been taking place with the local boat and yacht clubs in an attempt to raise the standard of vessel moorings within the harbour. Presently each club has different mooring recommendations and maintenance regimes.

We would hope to agree on a minimum standard in the coming months.

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](#). NOT TO BE USED FOR NAVIGATION”



In the first quarter of 2019 I am pleased to report we have had no reported incidents. Although we have rescued a small tender found floating in the north of the harbour.

INCIDENT LOCATIONS Q1 2019



PROSECUTIONS (in the other dock)

Since the last newsletter we have not had to visit the courts. Recently 2 persons were found walking on the Northern Arm. These persons had traversed a restricted Area and triggered a number of CCTV cameras. Portland Port Police were deployed to the site and details were taken. The Port is now considering what action should be taken in relation to the matter.

A BIT ABOUT OUR POLICE FORCE

Portland Port is a privately-owned commercial port meeting UK Government and International requirements under the ISPS code and relevant legislation.



[Portland Port Police](#) are responsible for ensuring the security and safety of not only the Port itself but also its tenants, employees, users and visitors as well as international ships visiting the port. The main entrance is covered by the Port Police 24 hours a day, throughout the year. Security at Portland Port complies with government regulations concerning maritime security.

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>