



PORTLAND HARBOUR  
AUTHORITY

# HARBOUR MASTERS E-NEWSLETTER

## PORTLAND HARBOUR AUTHORITY

### PORT INFO

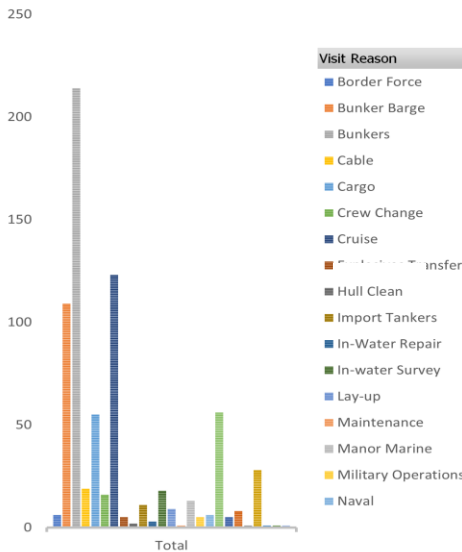
Have you spotted all those ships coming and going at all times of day and night?

Ever wondered why they are choosing to call here.

The table below gives you a breakdown of what they were calling for.

Count of Port From

#### REASON FOR CALL



Why the ships called here in 2021

Total 897 ship calls

They came from 157 different ports.

### MARCH 2022

### STAFF PROFILE



Hello all,

I'm Jacob. I am an apprentice within the Marine Department. I started my 2-year apprenticeship in July 2021. My main role is normally deckhand, but I will gain many skills along the way such as Pilot Boat crew, undertaking Harbour Patrols and maintenance in keeping our 3 Tugboats fully functional and ready 24/7. During my apprenticeship I aim to achieve my Yacht

Master Coastal and Efficient Deckhand (EDH) Certificates During my free time I am engaged within the Sea Cadets attending many events in Portland Harbour such as sailing.



### YOUR QUESTIONS

#### Q: WHAT'S BEEN GOING ON IN NEWTONS COVE?

**A:** You might have noticed a section of Newtons Cove had been fenced off, a small working compound had been established and wondered what was going on. This was all part of the works to construct a new seawater intake pipeline for [CEFAS](#) sat on the ridge above. This new pipeline will run in conjunction to the older pipeline and will replace it in the future. Over the last few months, a number of seabed surveys have taken place including a magnetometer survey. This produced a large number of targets that needed to be investigated. Divers were then engaged to dive on each target and determine whether it might be harmful in any way. A long-time consuming operation, disturbing some unknown ordnance is not to be recommended. Once the area was known to be safe, the main operation of construction took place. Currently there is a temporary Special Mark indicating where the new intake unit sits on the seabed. Both the yellow buoys will shortly be replaced with Special Mark Beacons in line with Trinity House and PHAL recommendations.

## YOUR QUESTIONS

### Q. What's the difference between a Local Notice to Mariners, and a General Direction?



**PORTLAND HARBOUR AUTHORITY LIMITED**

By virtue of section 16 of the Portland Harbour Revision Order 1997  
Portland Harbour Authority Limited as the Harbour Authority  
gives the following Direction:

**GENERAL DIRECTION**



No 1 of 2003

**VESSELS CAPABLE OF FLIGHT**

1. It is strictly prohibited to launch or use a vessel, of any description, within Portland Inner or Outer Harbour, which is capable of or adaptable for flight.
2. Vessels capable or adaptable for flight include, but are not limited to, Seaplanes and Flying Inflatable Boats.
3. Failure to comply this Direction is an offence and offenders may be prosecuted.

Chief Executive  
Portland Port Limited  
15 October 2003

*Owners, Operators, Agents, Masters, Yacht Club and recreational sailing organisations are requested that this Direction is made known to all persons that use*



**PORTLAND HARBOUR AUTHORITY LIMITED**

Local Notice to Mariners

No 10/2021

**USE OF FOILING CRAFT**

The Harbour is increasingly used for Windsurf Foiling, Kite Foiling, SUP Foiling, Wing Foiling and Foiling Dinghies.

This notice is intended to give specific advice to users of Foiling variants of the vessels above.

The Harbour Authority considers that all mariners should take reasonable precautions to ensure that all those who use the water do so safely.

Users need to be aware that by their nature these craft are very fast and are virtually silent when they are on the foil, and other water users might not be aware of your approach.

Users are advised to maintain sufficient sea room and to avoid getting into close quarters situations.

Mooring areas and access channels should be avoided.

*This Notice is issued under the powers vested by the Portland Harbour Revision Order 1997.*

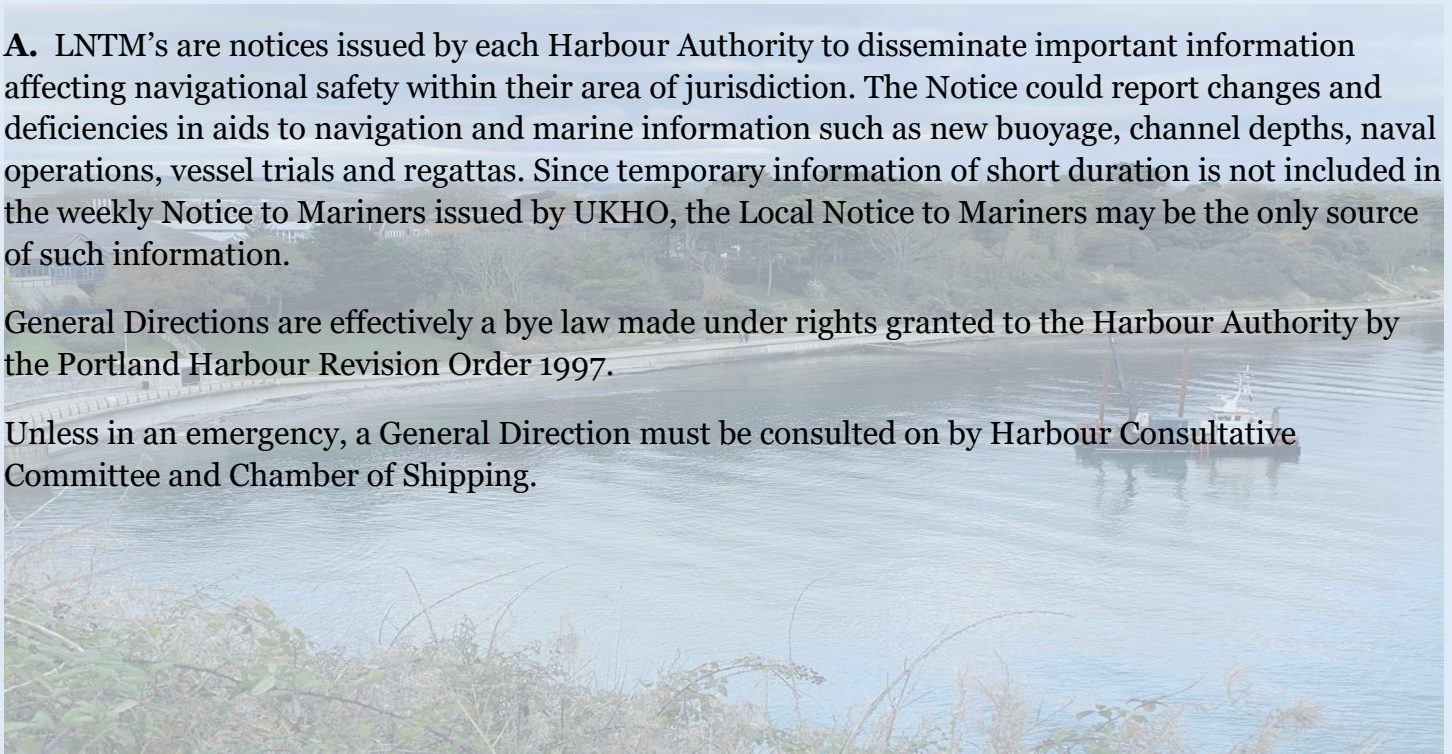
Captain M Shipley  
General Manager (Marine)  
2<sup>nd</sup> July 2021

Owners, Agents, Yacht Clubs and Recreational Sailing Organisations should ensure that the contents of this notice are made known to the Masters or persons in charge of their vessels or craft.

**A.** LNTM's are notices issued by each Harbour Authority to disseminate important information affecting navigational safety within their area of jurisdiction. The Notice could report changes and deficiencies in aids to navigation and marine information such as new buoyage, channel depths, naval operations, vessel trials and regattas. Since temporary information of short duration is not included in the weekly Notice to Mariners issued by UKHO, the Local Notice to Mariners may be the only source of such information.

General Directions are effectively a bye law made under rights granted to the Harbour Authority by the Portland Harbour Revision Order 1997.

Unless in an emergency, a General Direction must be consulted on by Harbour Consultative Committee and Chamber of Shipping.



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 in force at the start of 2022 are:-**

- [No 06/2022 \(T\) Towing & Sonar Trials No. 1 Amended](#)
- [No 05/2022 \(T\) Diving Instruction & Guided Dives](#)
- [No 04/2022 \(T\) Degaussing Range](#)
- [No 01/2022 \(T\) Notices in Force](#)
- [No 35/2021 \(T\) Temporary Special Mark in Newtons Cove](#)
- [No 28/2021 \(T\) East Ship Channel Port Traffic Signals](#)
- [No 23/2021 \(T\) Towable Watersports](#)
- [No 11/2021 General Advice to Leisure Users](#)
- [No 10/2021 Use of Foiling Craft](#)
- [No 7/2021 \(T\) Castle Cove Seagrass Area](#)
- [No 6/2021 Dangerously Weighted Heaving Lines](#)
- [No 22/2020 \(T\) North Ship Channel Port Traffic Signals](#)
- [No 2/2017 - Portland Sea Cable - Sea cable Route](#)
- [No 3/2017 - South Ship Channel and Wreck of the 'Hood'](#)
- [No 4/2017 - Risk Assessment of Recreational Events](#)
- [No 5/2017 - Reporting of Incidents and Accidents](#)
- [No 6/2017 - Prevention of Oil Pollution](#)
- [No 7/2017 - Diving at Work Regulations 1997](#)
- [No 8/2017 - Permit to Work](#)
- [No 9/2017 - Unauthorised Navigation Prohibited Area](#)
- [No 10/2017 - Escort Towing for Vessels >180m LOA](#)
- [No 11/2017 - The Training Vessel 'Tristram'](#)
- [No 12/2017 - Use of Sound Signals](#)
- [No 13/2017 - Use of tenders, Kayaks, Canoes and Stand-Up Paddle Boards in Portland Harbour](#)
- [No 14/2017 - Speed of Vessels](#)
- [No 15/2017 - Port Traffic Signals](#)
- [No 16/2017 - Small Vessels](#)
- [No 17/2017 - Marina Recommended Route](#)
- [No 18/2017 - Ballast Water Management](#)
- [No 20/2017 - RNSA Mooring Area](#)
- [No 23/2017 - Use of Fishing Pot & Net Marker Buoys](#)
- [No 24/2017 - Use of Kill Cords on Powered Craft](#)
- [No 25/2017 - Harbour Authority Duties & Powers](#)
- [No 26/2017 - Dangerous Goods in Harbour Area Regulations 2016](#)
- [No 33/2017 - Seasonal Speed Buoys](#)
- [No 40/2017 - Pilot Transfer Arrangements](#)

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.

## YOUR QUESTIONS

### **Q. Where can I anchor my yacht in the Harbour?**

#### **A. Anchoring within Portland Inner Harbour for Leisure Vessels**

Portland Inner Harbour is a large harbour which at times can offer little shelter due to the sea and swell that can build up within the breakwaters. [Live windspeed](#)

Anchoring is possible to the North and West of the Marina Access Route (away from the 'Mike' commercial anchorages), and adjacent to the 6-knot yellow speed buoy line as shown on Chart 2268. Anchorages W1 and W2 are also available.

In winds from NE to S, vessels can anchor close to the NE & Outer Breakwaters, although this would be in deeper water. [Weather Forecast](#)

**Note: The person in charge of the vessel should ensure that the anchorage position chosen is safe for the vessel in the prevailing & expected weather conditions and tidal range.**

Securing to mooring buoys is not permitted without the consent of the mooring owner.

All vessels are required to pay Harbour Dues for the duration of their stay and are payable online at [https://leisure.portland-port.co.uk/ Small Vessel Harbour Dues](https://leisure.portland-port.co.uk/SmallVesselHarbourDues).

Alternatively, you can phone the Marine Department on 01305 825338

Please Note: Double Low waters occur at Portland. The predictions on the Admiralty Tide Timetables are for the first low water. The second low water occurs from 3-4 hours later and may, at Springs, on occasion be lower than the first.

For Harbour Information <https://www.portland-port.co.uk/leisure>

For Notices to Mariners <https://www.portland-port.co.uk/local-notice-to-mariners-general-directions-and-harbour-masters-directions>

## IN THE 'OTHER' DOCK (MARINE PROSECUTIONS)



**NONE TO REPORT**



## HARBOUR CONSULTATIVE COMMITTEE

Minutes of latest meeting [Can be found here](#)

## DID YOU KNOW? COLD WATER SHOCK

We have recently had 2 incidents of people getting in trouble in Newtons Cove when undertaking cold water swimming. This has become increasingly popular over the last year or two with it reportedly being very good for boosting your immune system, giving you a natural high, improving your circulation, burning calories, reducing stress, socialising, and making new friends and helping those who suffer with depression. All positive but you need to do it safely. One of the bigger dangers is COLD WATER SHOCK.

[The RNLI offer some good advice on how to undertake the exercise and reduce the dangers.](#)

The RNLI's key safety advice for taking a winter dip is:

- Don't swim alone – always go with someone else to a familiar spot
- Always check the weather forecast, including tide information and wave height
- If in doubt, stay out – there is always another day to go for a swim
- Take plenty of warm clothes for before and after your dip, along with a hot drink or a hot water bottle to help you warm up again when you come out of the water
- Wearing a wetsuit will help increase your buoyancy and reduce the chances of suffering cold water shock
- Be seen – wear a brightly coloured swim cap and consider using a tow float
- Acclimatise to the water temperature slowly – never jump straight in
- Stay in your depth and know your limits
- If you get into trouble, remember FLOAT to live by leaning back in the water, extending your arms and legs, and resisting the urge to thrash around to gain control of your breathing
- Take a mobile phone in a waterproof pouch
- If you or someone else is in trouble, call 999 and ask for the Coastguard

We would strongly recommend

- the tow float as it is something to hold on to if you have problems and easier to spot from the shore or a moving vessel than just a bobbing head.

## REPORTED MARINE INCIDENTS

1	2022	KITE SURFER	DANGEROUS OCCURRENCE/ NEAR MISS	ABILITY	NOT KNOWN
2	2022	MOTH V NET	DANGEROUS OCCURRENCE/ NEAR MISS	REGULATION	HIT NET
3	2022	KITE SURFER	DANGEROUS OCCURRENCE/ NEAR MISS	WEATHER	WIND DROPPED
4	2022	KAYAK GROUP	DANGEROUS OCCURRENCE/ NEAR MISS	REGULATION	NOT AWARE OF REGULATIONS
5	2022	WINDSURFER	DANGEROUS OCCURRENCE/ NEAR MISS		
6	2022	KITE SURFER	DANGEROUS OCCURRENCE/ NEAR MISS		
7	2022	KITE SURFER	DANGEROUS OCCURRENCE/ NEAR MISS	WEATHER	WIND DROPPED

## PORT MARINE SAFETY CODE REPORT

### What is the Port Marine Safety Code ?

The [Port Marine Safety Code](#) (“the Code”) sets out a national standard for every aspect of port marine safety. Its aim is to enhance safety for everyone who uses or works in the UK port marine environment. It is endorsed by the UK Government, the devolved administrations and representatives from across the maritime sector and, while the Code is not mandatory, these bodies have a strong expectation that all harbour authorities will comply. The Code is intended to be flexible enough that any size or type of harbour or marine facility will be able to apply its principles in a way that is appropriate and proportionate to local requirements.

### OUR REPORTING OF PERFORMANCE AGAINST THIS PLAN

#### STANDING OBJECTIVES

- Provide an effective Local Port Service (LPS) to maintain port safety and co-ordination of port services within the port community by dissemination of port information to vessels.
- *All marine staff should have undertaken LPS training. Due to the Covid situation, all remote training has been postponed. As all Covid restrictions have been lifted, we are arranging to catch up on all outstanding training. The service has been maintained by inhouse knowledge share with any new members of the harbour team.*
- Investigate and analyse all marine incidents and ensure all risk assessments, procedures and guidelines are appropriate to prevent any major navigation or pollution incident.
- *All reported incidents are recorded and investigated to identify why they happened. After each incident, if applicable, a review is made of relevant Risk Assessments and Standard Operating Procedures. This is an ongoing and continuous review.*
- Maintain a Pilotage Service for vessels subject to compulsory pilotage without any serious or very serious incidents.
- *A slightly altered Pilotage system was put in place during Covid to maintain system robustness. This reliably maintained the service. No serious or very serious incident were reported.*
- Maintain relevant harbour equipment to appropriate industry standards.
- *All equipment is maintained / serviced as required and all vessels are surveyed by relevant bodies to maintain their seaworthiness. Equipment is maintained by both internal staff and outside bodies*
- Recruit and train operational staff to nationally agreed competence levels.
- *New staff are required to meet the required entry standards for their particular position. On-going training is undertaken to keep staff skill up to date and current in their roles.*
- Ensure that staff are properly trained for enforcement, emergencies, and contingencies.
- *Staff have recently undergone Counter Pollution (on-scene and management), First Aid, Caterpillar engine, Advanced Powerboat and Sea Survival Training. One member of the marine team has been sworn in as a Special Constable*

- **Carry out functions as Local Lighthouse Authority (LLA)**
- *On the 18<sup>th</sup> of February 2022, a visual check was undertaken by Trinity House Inspector of all Navigation Aids ( inc 3<sup>rd</sup> party) within our area of jurisdiction. Some minor defects were reported related to re-painting some Nav aids.*
- **Maintain and review Oil Spill Contingency Plan (OSP)**
- *The Oil Spill Marine Pollution Contingency plan was reviewed in 2020 by the MCA and is valid until 2025. Recently we held our Incident Management Exercise (every 3 years) with our Tier 2 responders.*
- **Issue Local Notices to Mariners (LNTM) relating to navigational safety**
- *The in-force list of LNTM's was sent out at the start of the year. LNTM's have been issued as required since then. We recommend all harbour users subscribe to these and you can do this [HERE](#)*
- **Issue General Directions (GD's) when necessary**
- *GD's have been issued and updated as required. We recommend all harbour users subscribe to these and you can do this [HERE](#)*

## **TEMPORARY OBJECTIVES**

- Implement a more streamlined vehicle for the reporting of leisure related incidents, accidents, defects, near- misses, and any events from which a safety lesson can be derived.
- *For sake of efficiency a quick capture form has been introduced for use in the Marine Office, this will run alongside the full incident report form and not replace it. All data is entered into a database which is able to analyse and define trends and hotspots. These can then be acted on in the form of LNTM's GD's and other regulations.*
- **Increase the reporting of leisure incidents by 25% over the period.**
- *We have actively encouraged leisure stake holders to report incidents and there hasn't been much of a change as yet. A lot of groups have reservations about reporting incidents to the authorities. In house, we have reviewed our reporting procedures and are more active in collating information on non-reported incidents.*
- **Produce a guide for leisure users of the harbour (online pamphlet) as an effective way to easily disseminate information to leisure users.**
- *Presently we are hoping to undertake a review of the leisure section of the website to make it more attractive and easier to access information.*
- **Further develop the Harbour Masters Newsletter.**
- *Currently ongoing, proposing that stakeholders might contribute codes of practise etc.*
- **Produce a Q&A, with regard to typical Leisure questions, and make available on the Harbour Authorities website.**
- *New Q&A page was created with the Leisure section of the website and can be found here <https://www.portland-port.co.uk/faqs+for+leisure+activities>*

## FISHERMEN- PLEASE TAKE NOTE

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

Yet again we raise the subject of fishing equipment i.e., nets, pots, ropes laid in such a manner to cause a navigation hazard to other water users. Again, one of our local fishermen laid a line of pots along the side of New Channel which at low water had less than a metre of water over them. The joining ropes were laying on the surface where 4 windsurfers were catapulted of their boards causing damage to their boards, mast, booms sails and also personal injury. Luckily the injuries were minor. PHAL got the pots removed and the fisherman was warned yet again.

- 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.
- Do not lay any fishing equipment within the Controlled Area surrounding the Port area.

## USEFUL LINKS

[PORTLAND HARBOUR AUTHORITY WEBSITE](#)

[LOCAL LIVE WIND](#)

[BUY HARBOUR DUES AND PERMITS](#)

[WHAT 'S ON EVENTS](#)

ALL CHART EXTRACTS

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