

Lyme Regis Harbour Consultative Group (LRHCG)  
Meeting 5 February 2026 Lyme Regis Sailing Club 18:00

Present

Amanda Anderson	(AA)	Neighbourhood Policing Team
Adrian Best	(AB)	Maritime Policing Team, Marine Tactical Advisor
Ed Carter	(EC)	Weymouth Harbour Master – Harbours Manager
Karen Durham Diggins	(KD)	Non-Boating Water Activities Rep
Ian Fitz	(IF)	Project Engineer
Border Force	(BF)	Home Office Field officer
Peter Fosh	(PF)	Non-Commercial Mooring Holders Sub
Mark Green	(MG)	Town Council Deputy Town Clerk
Sam Harding	(SHA)	Assistant Harbour Master
Sally Holman	(SH)	Sailing Club Rep – HCG Chair
Cllr Rob Hughes	(RH)	Dorset Council Harbours Advisory Committee Chair
Brian Johnson	(BJ)	Sailing Club Sub
Rob King	(RK)	Boatmen/Charters Rep
Catherine Kinnersley	(CK)	Gig Club Rep
Jo Law	(JL)	Sea School Trust Rep
Nick Marks	(NM)	RNLI Rep
Becky McGowan	(BM)	Harbour Admin Officer – Note Taker
Peter O’Connell	(PO)	Non-Boating Water Activities Sub
James Radcliffe	(JR)	Harbour Master
Will Reed	(WR)	Harbour Traders Sub
Cheryl Reynolds	(CR)	Town Council Councillor
Lee Roper	(LR)	Power Boat Club Rep
Mat Styles	(MS)	Commercial Fisherman Rep
Andy Turtle	(AT)	Citizens in Policing Manager

1. Welcome & introductions		Action	
SH – On behalf of the group noted with sadness the passing of Barry Cloud a prominent mooring holder in the harbour for many years and friend to all. The group extended their condolences to his family.			
SH – Welcomed everyone to the meeting, round the room introductions were given.			
2. Apologies			
Max Gollop – Harbour Traders Rep David Brown – Non-Commercial Moorings Rep			
3. Election of the new Vice Chairman			
An application for the Vice Chair position was received from Rob King, who has 15 years’ experience in charter and fishing and is an active member of the sea angling club.			
A unanimous vote confirmed Rob King as Vice Chair.			
4. Minutes of the previous meeting			
ID	Action	Assigned	Date of completion
4.	(Dog fouling) Seek advice re Harbour staff enforcements within the HRO	EC AT	The PSPO confirms that it is an offence to allow dog fouling in the affected area; however, current staff are not authorised to take enforcement action. General Directions should not be used to reinforce or duplicate existing laws.

			<p>The issue will be passed on again to try and secure more officer presence in the area.</p> <p>MG- Noted that enforcement cannot be carried out on Dorset Council-owned land.</p> <p>AT – Will attend a meeting with Seases next week, this links with PSPO so will investigate granting powers.</p> <p>EC- Will assist where possible.</p>
6.	Seek advice from democratic serves re absence of Chair	EC	<p>Democratic Services confirmed that it would be a conflict of interest for Cllr Hughes to chair the Consultative group meeting in the absence of the Chair or Vice-Chair. The method identified in the ToR, with the HM being Chair for a maximum of two meetings should the need arise, and for the matter to be then raised with the HAC should a Chair or Vice-Chair not be available or in post after two meetings, is best.</p> <p>Actioned.</p>
7.	Follow up on coding marking solutions	SH	
7.	Arrange DNA tagging event along with Harbour Watch	JR	<p>Some DNA kits have been secured, JR to arrange an event in April. Confirm intentions regarding distributing marking kits to harbours.</p>
<b>5. Representatives and Substitutes</b>			
<p>Mat Styles – Confirmed tenure renewal for 3 years from March 2026</p> <p>Simon Petit – Is now Sea School Trust Sub</p> <p>Catherine Kinnersley – Is now gig Club Rep Gig Club Sub to be confirmed.</p>			
<b>6. Phase 5 – Ian Fitz</b>			
<p>Before taking on this project, I was involved in advising and assisting with dredging operations which were closely linked to the wider beach management works along the front beach. Material transported through dredging were buried under the sand as part of the beach recycling process.</p> <p>Current dredging efforts focus on the summer pontoon area to ensure appropriate depth and accessibility through peak seasonal use.</p> <p>This year we are trialling water injection dredging methods to assess whether this approach could improve efficiency and reduce operational impact.</p>			

The water injection dredging is a hydrodynamic dredging technique that loosens and moves seabed sediment by injecting large volumes of water at low pressure directly into the sediment layer. The injected water fluidises the sediment, and it forms a dense gravity driven flow that naturally moves with the tide. Self-cleansing.

We do need to know what we are doing before we apply for the MMO licence.

Dredging activities involving less than 500 cubic metres of material is exempt from requiring an MMO marine licence in certain circumstances.

At the end of the next spring tides, the dredger will come across from Bridport to complete more trials around the pontoon area. Unfortunately, we can't complete a full dredge until we are granted a licence. This can take time, so a full dredge is unlikely to happen before the end of this year or early next year.

The activity will involve no interference with the beach itself. The front beach will receive sand between 18 and 23 March during which fencing will be placed, and plant equipment will arrive on site. The aim is to complete the works before Easter.

Q – There have been talks regarding a wall being placed from the tender store to the north wall, is this option being explored?

A – yes, it has been written in the beach management plan and is on the agenda.

This will reduce the tidal impact.

Q – The backwash of waves that come over the wall can't break on anything due to the sand being removed previously to add extra moorings, there is a build-up now that does help.

A – Rocks can be placed against the proposed new wall to help dampen wave action which will soften the impact.

Q – How will this effect the lifeboat and tractor movements through the harbour and onto the beach to launch the boat in low tides?

A – On the list of considerations, we can extend the existing platform where the tenders are stored and gain access onto the beach near the sauna.

#### Phase 5

Historic England are not happy with current design.

There is intention to meet with contractors to explore practical options and methods.

The design engineer responsible for the scheme presented at last years public event has reviewed my comments raised and is supportive of the approach now being taken.

Further meetings will be arranged to coincide with the spring tides providing opportunity to assess the conditions directly. A close visual inspection on-site is more effective than relying on photographs, ensuring a clearer understanding of how the area behaves during tidal movement.

IF - Delivered a work in progress presentation explaining the use of toe protection, outlining how the system functions and the long-term protection benefit it provides. The presentation covered the purpose of toe protection in preventing erosion or undermining at the base of structures and highlighted how its installation contributes to sustained structural stability and resilience over time.

IF - Provided further detail on the expected longevity of the existing toe protection, noting that assumptions suggest it could provide around 100 years of protection in its current form, subject to routine monitoring and minor maintenance.

A photograph from 1987, confirming that the installation has now been in place for approximately 40 years and remains in solid, stable condition with no signs of movement. Mechanical impact images were shown to demonstrate how the structure has withstood external forces over time and noted that there is only one small area where rebar is visible, and that with 120–200 mm of concrete cover, the structure remains a substantial and resilient piece of engineering. Minimal remedial work would be enough to extend its life for a further 40 years.

The intention is to extend the toe protection around the full curve. Underfilling beneath the structure is necessary, it is not a long term solution on its own and must be paired with proper remedial work measures to ensure lasting effectiveness.-filling beneath the structure is necessary, it is not a long-term solution on its own and must be paired with proper

There is a need to assess and address the filling of joints. Contractors, consulting agencies, and engineers are all in agreement on the required approach. Work is underway to engage with Historic England and Natural England to ensure they are fully informed and supportive of the proposed measures, given the heritage and environmental sensitivities of the site. The DCF will play a key role in coordinating and managing this process, ensuring that the necessary permissions, consultations, and technical assessments are aligned. The project may require the use of a cofferdam, particularly if access or isolation of tidal areas is needed for safe working. However, this will depend on securing agreement from Natural England, as some of the proposed works are located on or near reef areas, requiring additional ecological consideration.

LR – Asked for an update on road surfaces on Cobb?  
 IF - Advised that the current load limit is 7.5 tonnes, this may need to be increased to support future operational requirements.  
 A Ground Penetrating Radar (GPR) survey may be needed to assess the structural condition beneath the surface. Findings from this survey will help determine the viability of using grout binding techniques to strengthen the structure. Strengthening the underlying material in this way would increase the load-bearing capacity, enabling heavier vehicles or equipment to safely access the Cobb if required.

SH – Asked if summer 2027 is still possibility?  
 IF –If we can achieve consensus in the proposed meetings with HE, NE and the EA in March, it could be possible. Funding has been earmarked, though it is not yet certain whether the current allocation will be sufficient. Additional funding may be required as the project scope becomes clearer. combining resources across agencies, including coastal authorities and statutory bodies will maximise efficiency and ensure the project remains deliverable.

RK – Asked if there is provision for toe on the inside wall?  
 IF - There are some areas that need help, but the outside is vital to structure however, that's the engineer's decision to make.

SH – Expressed thanks to IF for his presentation. The group applauded spontaneously.

SH – Expressed thanks to DCF, Harbour officers, MP Edward Morello and all who attended. There was an unusually high turnout. Public engagement event held on 27<sup>th</sup> November.

**7. Marine Police update & Harbour Watch**

AB - We hoping to be back on the water from April through to September, providing seasonal coverage during the busier months. They were draw backs into conservation work last year prioritising Bournemouth and Poole  
 Crime rate along this coastal area is relatively low, reports received were mainly regarding the dolphin which is now believed to be in Torquay. There has been some theft in Christchurch and Poole harbour of outboard legs.

The importance of the Harbour Watch initiative was highlighted, emphasising that prompt reporting of any concerns, suspicious activity, or safety issues is essential.

Harbour Watch  
 We only have 8 harbour watch memberships within this area however social media has 3.5 thousand followers.

A QR code will be sent out to assist with promoting harbour watch and making it easier for harbour users to access information.

Upcoming Events  
 Poole Harbour Bi-Annual Conference scheduled for February 2027. The Chair of Poole harbour has suggested the 3 harbours come along to promote attendance or individually hold a similar event.

<p>We now have a communications liaison volunteer who can help with information around how Harbour Watch works.</p>	
<p><b>8. Border Force update</b></p>	
<p>A short presentation was given by Border Force, using recent press articles to illustrate real-world examples of current activity and what these incidents typically look like. -world examples of current activity and what these incidents typically look like. The presentation also included a demonstration of the Border Watch webpage, outlining key threats, reporting routes, and how the public can submit information to support.</p> <p>An example was shared of Home Office intelligence passed through Border Force. This covered activity along the coastline and inland airfields, noting the range of routes used for criminal activity. It was highlighted that most incidents continue to be coastal, reinforcing the importance of vigilance and timely reporting across the harbour community.</p> <p>Border Force provided further clarification around immigration cases, and the challenges associated with monitoring covert movements.-to-hold immigration cases and the challenges associated with monitoring covert movements. The Border Watch webpage was shown again, highlighting the key threats, common indicators to look out for, and how to report concerns through the correct channels.</p> <p>Awareness posters were provided to be placed on local noticeboards. AB – Highlighting the importance of remaining alert to potential exploitation within coastal communities. local fishermen play a key role in looking out for one another, especially those that may be susceptible to bribery.</p>	
<p><b>9. Harbour's Advisory Committee Chair's updates</b></p>	
<p>No updates, the next HAC meeting will be held on 3<sup>rd</sup> March.</p>	
<p><b>10. Harbour Masters update</b></p>	
<p>RK – What protocol is in place for the harbour and harbour staff in relation to response to storms, staff were not seen during the recent storm Friday until Monday am? JR – Staff were around monitoring the area but cleaning up started Monday. RK – Pedestrians can be seen around during high wall surges when no one is around. EC - Noted that the harbour authority does not have the legal right to formally instruct the public to stay away from these areas. SH – There are safety signs around the area, do these have any backing? EC – These are information only. AB – Referenced the Met Office guidance, noting that official weather and safety advice can support public awareness. JK – Asked if there is any power under the HRO EC – No NM – Queried the Barrier that has been placed on the Cobb. JR – This was used when it was closed off due to surface works not the weather.</p> <p>Sand removal from the Madina will take place in March, no moorings being laid until after.</p> <p>Fisherman's crane replacement will go ahead next week. Funding was sourced at 75% from Fass and contribution from the Fisherman's association.</p> <p>Although the harbours lost £30.000 DC funding, we are nearly at break even. NM – Is this due to savings from dredging. JR – Yes, the water injection is minimal cost, and we are looking at this going forward.</p> <p>BJ – Raised and issue of pontoon closure warnings, more notice is needed. JR – There is a social media notice, perhaps we could extend information to the harbour webpage to explain pontoon closure reasons and procedures., We can't always give early notice; we can only give notice as soon as the decision is made. Live webcam feed can be seen at Love Lyme Regis Cobb webcam <a href="#">Lyme Regis Webcam - Cobb Cam</a></p> <p>Non-Commercial Mooring Holder Prior to 2026 Season could harbour staff complete a standardisation survey?</p>	

JR – All ropes have been removed; new ropes will be replaced. Chains have been straightened this week and new replacements.  
Moorings will be organised this year to suit vessel sizes so there will be boat movements

HRO went through on 26<sup>th</sup> January 2026 and will be in force from 20<sup>th</sup> February 2026. Modernising the Cobb act 1821, enables us to issue General Directions that will go out to public consultation. General Directions have an easier and quicker process time of 6 weeks (minimum, providing no objections are laid). Draft GDs will be brought to the HCG before public consultation.

#### 11. User representative's report

##### **Non-Boating Water Activities**

1. Lyme Splash Water Polo - Bridport Barracudas and friends will continue to run it.

Lyme Splash Water Polo Sea Championships 2025  
[lymesplashwaterpolo.co.uk](http://lymesplashwaterpolo.co.uk)

2. The Lyme Splash - Lyme Regis to Charmouth Sea Swim Challenge will be organised by the local Lyme Regis RNLI with support from their regional team. The swim will become the 6<sup>th</sup> event in the RNLI Southwest Swim series.

The Swim will take place on Sunday 6<sup>th</sup> September 2026, starting as usual from Lyme Regis Sandy beach.

To register, and for more information, please visit

RNLI Lyme Splash Swim 2026  
[rnli.lymesplash2026.eventbrite.co.uk](http://rnli.lymesplash2026.eventbrite.co.uk)

If you would like any further information on the RNLI Lyme Splash Swim please do not hesitate to make contact with Dave Nicoll, RNLI Fundraising & Partnership Lead via [dave\\_nicoll@rnli.org.uk](mailto:dave_nicoll@rnli.org.uk)

Finally thank you for your support, kindness and encouragement, it has been great to see this event grow over the years and to now hand it over to such a great charity.

##### **LRSC**

Cobb Stabilisation Scheme, Engagement Event 27 Nov 2025

There was an impressive attendance by sailing club members, many informed responses given. A valuable networking opportunity, interest and support from MP Ed Morello who attended. We await the feedback from DCF at the end of January and the update from engineer Ian Fitz who has been invited to present to this meeting. Thank you to DC engineer Matt Penny and DCF. We note the success of the partial emergency works and are assured that negotiation progress has been made since. We look forward to the report from our HM James Radcliffe. There have been several strong SE gales recently. Lyme Regis parts of DCF e newsletter are posted on club website.

Questions from Club Sailors:

1. Information on Dredging, with proposed dates?
2. Excavations and beach replenishment and dates?
3. Necessity for Notification by Harbour staff of Pontoon

disconnection/reconnection:

What measures can be taken?

Discussed by Chris Joyner with DHM and HM. See following Report:

'Notification procedure prior to disconnection of Lyme Regis Pontoons.

Paper from Chris Joyner.

During last season I was unlucky to get caught out twice when the pontoons were disconnected and I was expecting to leave my boat on them over night. Fortunately, it was a matter of some considerable inconvenience rather than anything else but had conditions been different the outcome could have been serious. I was not the only one who was caught out and had I been aware beforehand, my plans for the day would have been very different.

The process of notifying users of the pontoons, of disconnection or likelihood of disconnection, does as a matter of some urgency need addressing and I would like this to be discussed at the Harbour Users Committee Meeting 7th February 2026. I know that DHM Sam and HM James are aware of the issue and are considering various options. Having given some thought to the matter and discussed it with many other harbour users including the LRSC Cruiser section. I would like to suggest the following points: -

The owners of the boats wishing to use the pontoons may have launched at Lyme as visitors, be registered launchers, be mooring holders or sailed in from a local or more distant port. In the case of the latter group there needs to be publication that the pontoons may not be available and a means of checking on relevant websites and publications relating to LRH use.

Whatever the situation is, people intending to use the pontoons MUST be informed when disconnection is to or has taken place. As such, a number of means of communication need to be utilised.

The following communication methods have been suggested which should be quick and easy to enact:

A text message to all Harbour users.

An email to all Harbour users.

A notification on the slipway.

A notice on the Harbourmasters notice board by the office.

A flag on the flagpole at the harbour entrance. As a plain red flag is used to stop boats entering or leaving the harbour I would suggest a red one with P or pontoon written across it in white.

Publication of all measures being taken to all harbour users.

A warning notice on the Harbour website and other documentation to warn users of the pontoons of the possibility of non-availability and communication of the channels to establish whether the pontoons are available.

I do regard this as Health & Safety issue which needs addressing. Chris Joyner.'

LRSC Ltd events for 2026 as agreed with the Harbour:

Club Regatta 1 and 2 August

Fireball Open Meeting 21 June

Other dates:

Bilge keelers Lift On 30 March (Lift Keelers just prior to that). Agreed, JR with DA.

Youth training from 7 April, Saturdays and Tuesday evenings.

Youth Regatta 11 July.

Race group and Winter Series continuing, club seasonal racing from Easter.

LRSC Ltd is participating in Sporting Lyme. Open days/sailing tasters 27/28/29 May, other items tbc.

### **LRSS**

Our summer dates have been agreed with the Sailing Club and Harbour Team and our pre-season meeting re preferred practices for 2026 with Sam, AHM, is booked.

Participating in Sporting Lyme, Sea School will have 2 Open Days on 28<sup>th</sup> and 29<sup>th</sup> May, which incorporates the Sail for Fiver sessions.

The core weeks are as follows: -

Schools' week: - 6<sup>th</sup> July

Then Monday 13<sup>th</sup> July, with our last date being Friday 28<sup>th</sup> August.

As ever the people leading Sea School are relatively young. If there are any concerns about our operations, please do let me know. We will continue to liaise with the Harbour to keep our practices as safe as possible and to have a little impact as possible to the other harbour users.

### **RNLI**

LYME REGIS HARBOUR CONSULTATIVE GROUP MEETING 5 FEBRUARY 2026  
RNLI REPORT

<p>The 2025 total for lifeboat call outs was 40. This is about average for Lyme Regis. A breakdown is as follows:  Assisting other emergency services 4  Animal Rescue 2  Casualty care (land deployed) 2  Cut off by tide 7  Fire on board vessel 1  Floating debris 1  Inflatables 1  Kayaking 1  Missing Person 1  Paddleboarding 3  Person in Water 3  Powered Boat 7  Landslip Recce 1  Vulnerable people 2  Wind Foil 1  Yacht/sailing boat 3</p> <p>RNLI lifeguards were stationed on the beach from 12 July until 7 September. During the season they dealt with 138 incidents and assisted 146 people, this total was slightly up on 2024. There were no major incidents requiring air ambulance support. Overall, Lyme Regis ranks 20<sup>th</sup> out of 249 lifeguarded beaches nationally. For 2026 RNLI Lifeguards will be in Lyme Regis between 11 July and 6 September.</p> <p>Lifeboat Week this year is scheduled for 15 – 23 August, a new management team under Mark Ellis is organising it. Other fundraising activities are now being led by Oliver Mullens. The RNLI is also taking on the Lyme Splash event scheduled for Sunday 6 September. Entry forms are available via the following link <a href="#">RNLI Lyme Splash Swim 2026 Tickets, Sun, 6 Sept 2026 at 09:00   Eventbrite</a></p> <p>Blessing of the Boats is scheduled for Sunday 10 May at 3pm.</p> <p>2026 is the 200<sup>th</sup> anniversary of the start of the RNLI's connection with Lyme Regis. A number of commemoration events are being planned, the first of which is a Thanksgiving Service at 11am on Sunday 22 February in St Michael's Church, Lyme Regis. All are welcome to attend. Our lifeboat will also be paraded around the town on Saturday 2 May. A provisional time is 11am.</p> <p><b><u>Gig Club</u></b>  Both regattas this year will be held 16<sup>th</sup> 17<sup>th</sup> May</p> <p><b><u>Non-Commercial Moorings</u></b>  Trailer storage is limited, are there any options?  Racking trailers was suggested.  JR – There is limited space, we will work with Lyme Bay Boats to try and resolve this.</p> <p><b><u>Commercial Fisherman</u></b>  Would appreciate support with the new company we have collecting whelks. They can't always access the area they need to.  Can we have a pallet store for easier access?  JR – will look into it.</p> <p>Some mooring eyes have been ripped out.  JR – will look into it.</p> <p>Holes need filling by the crane.  SHA – To look at tarmacking.</p> <p>Some concerns were raised, people working on their boats especially grinding near cars that are parked close.  JR – This needs to be communicated to car owners, request to move.</p> <p><b><u>Boat Building Academy</u></b>  There is an open day on 25<sup>th</sup> April. food and beer available, a show of boats and furniture. Everyone is welcome.</p>	<p>JR</p> <p>JR</p> <p>JR</p> <p>SHA</p>
<p>12. Q&amp;A's</p>	

Q - The shed that has recently become vacant, what the plans are for it?	
A – We are looking at options; we are keeping this available for harbour use.	
<b>13. AOB</b>	
Provisional meeting dates agreed for the remainder of the year.	
<ul style="list-style-type: none"> <li>- Thursday 14<sup>th</sup> May</li> <li>- Thursday 29<sup>th</sup> October</li> </ul>	
Meeting concluded 20:00	