

STRANRAER STATUTORY HARBOUR  
AUTHORITY  
GENERAL DIRECTIONS  
FOR NAVIGATION 2023

**STRANRAER HARBOUR**  
**GENERAL DIRECTIONS FOR NAVIGATION**

**PART I – PRELIMINARY**

**Title and commencement**

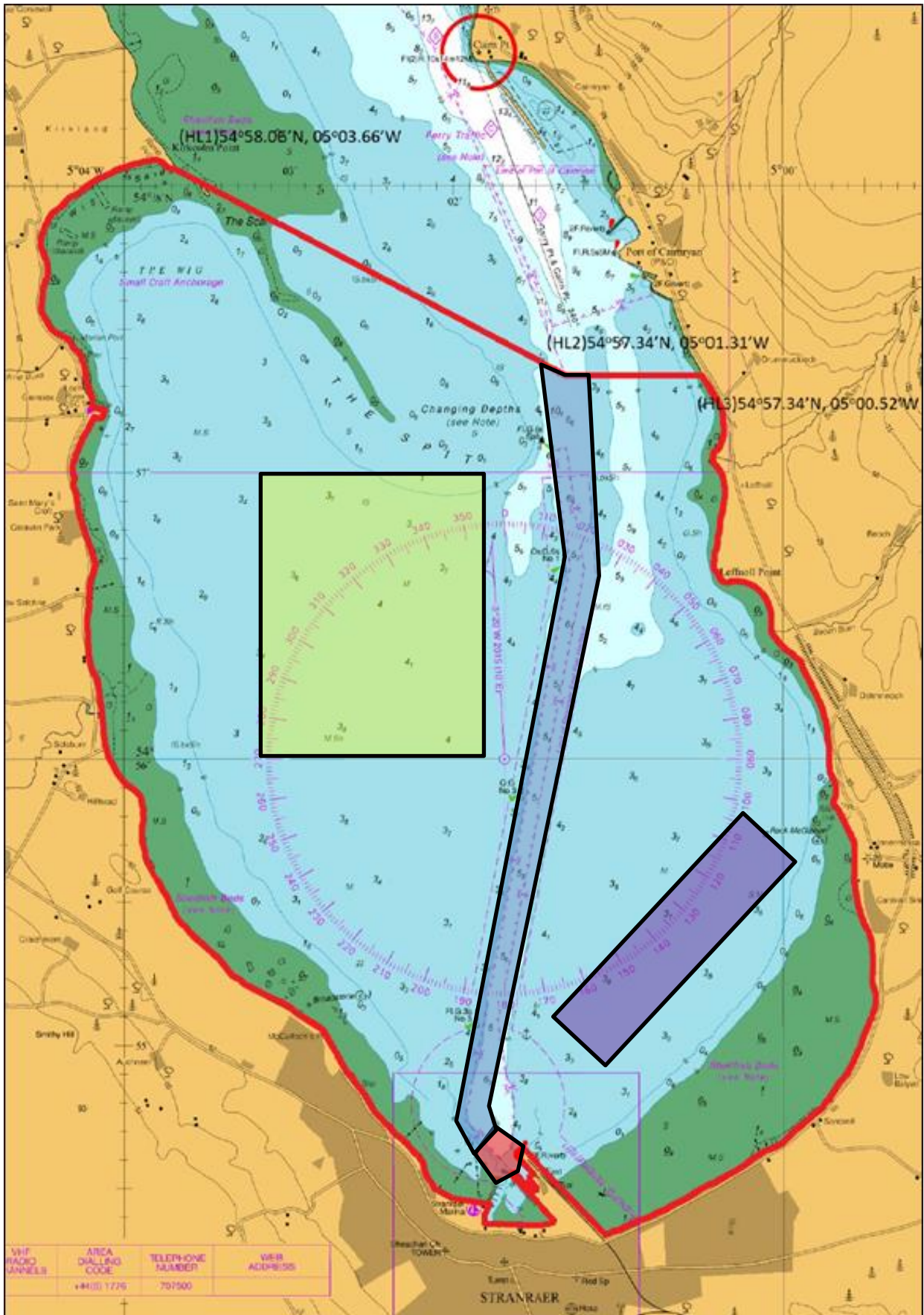
1. These directions may be cited as the Harbour General Directions 2023 (the “General Directions”). The General Directions are made pursuant to and may be amended from time to time by Dumfries and Galloway Council Harbour Sub Committee in the manner set out in the Order and come into operation on the *date of HRO*.

**Application**

2. These directions apply to all Harbour Users (except where otherwise specified), including those on the water within the Authority jurisdiction within Stranraer Harbour or on any of the Authority’s property . Nothing in these directions are deemed to apply to vessels and servants of His Majesty or his allies engaged in operations for defence purposes, (as to which the King’s Harbour Master, Rosyth, must be the sole judge).
3. Special Direction - A Special Direction made pursuant to the HRO shall normally be a verbal instruction to one or more Harbour users requiring immediate action.
4. Priority - In the event of any conflict arising between the provisions of these General Directions, any Mooring Licences and any Special Directions:
  - a. Special Directions must take precedence over all others;
  - b. General Directions must take precedence over any Mooring Licence.
5. The plans contained in Schedule 1 of these Directions are demonstrative for identification purposes only and in the event of any conflict between the definitions and such plans, the definitions must take precedence.

**Interpretation**

6. In these Directions, the following words and expressions must have the following meanings: -
  - **“the Authority”** – means Dumfries and Galloway Council (the Authority) as defined by the Local Government etc. (Scotland) Act 1994;
  - **“angling”** - means the use of a rod and/or line for the purpose of fishing or crabbing;
  - **“fairway”** - means the defined waterway which is a regular course or track for shipping;
  - **“fishing vessel”** - means any vessel fishing with nets, lines, trawls, or other fishing apparatus which restrict manoeuvrability;
  - **“goods”** means all articles and merchandise of every description and includes fish, livestock and animals;
  - **“grounded”** - means a vessel that unintentionally makes significant contact with the seabed;
  - **“the Harbour”** – The limits of the Stanraer Harbour within which the Authority exercise jurisdiction as a harbour authority and the powers of the Harbour Master are exercisable and are the limits of the area bounded and delineated in red as follows: -



**Figure 1 - Statutory Harbour Area showing designated areas**  
 Fairway – blue; Manoeuvring Zone – red; Unrestricted speed – Green; Large vessel anchorage – purple.

The limits of jurisdiction of Stranraer Harbour shall extend to that part of Loch Ryan bounded by an imaginary line drawn from a point (HL1) at Kirkcolm Point at 54° 58.06' N, 05° 03.66' W thence extending in an imaginary straight line to a point (HL2) at 54° 57.34' N, 05° 01.31' W thence extending in an imaginary straight line to a point (HL3) at 54° 57.34' N, 05° 00.52' W (the imaginary line between points HL2 and HL3 forming the southern limit of the Port of Cairnryan) thence following the level of MHWs around the southern part of Loch Ryan to the point of commencement and shall include all creeks and bays as far as the tide shall flow.

The area described above is, for the purposes of identification only, shown edged in red on sheet 1 of the deposited plans and, in the event that there is any discrepancy between the description of that area and the area shown on sheet 1, the description shall prevail.

- **“the Harbour Master”** - means the person appointed as such pursuant to section 2 of the Harbour Docks, Piers Clauses Act 1847 and includes their authorised deputies, assistants and any other person authorised by the Authority to act in that capacity;
- **“Harbour User”** means without limitation all owners, Masters, pilots, or anyone whom is in lawful control or owner of a helicopter, hovercraft, kite surf, paddle board, parasail, wind surf equipment, diving equipment, watercraft, and shall include for the avoidance of doubt swimmers and members of the public and anyone using the Harbour facilities or in the water)
- **“helicopter”** an aircraft utilising rotors only, capable of vertical take off and landing;
- **“high speed zone”** means a designated area with no speed limit;
- **“hovercraft”** means a vehicle which is designed to be supported when in motion wholly or partly by air expelled from the vehicle to form a cushion of which the boundaries include the ground, water or other surface beneath the vehicle;
- **“HRO”** means the Loch Ryan Harbour Revision Order [2023]
- **“kite surfing”** – means the flying of a kite designed for the purpose of towing a person;
- **“large vessel”** – means a vessel greater than 25m in length:
- **“Local Port Service”** means Local Port Service means the local port service serving the Stranraer Harbour for the purposes of improving port safety during operational periods and which may assist with the co-ordination of port services for harbour users by the dissemination of port information to vessels and berth or terminal operators and the supply of information on berth and port conditions.
- **“Manoeuvring Zone”** – means an area where large vessels manoeuvre on and off berths.
- **“Master”** when used in relation to any vessel means any person having the command, charge, or management of the vessel for the time being;
- **“mean high water mark”** - means the level of mean high water spring tides;
- **“mean low water mark”** - means the level of mean low water spring tides;
- **“mooring”** - includes any quay, buoy, pile, post, chain, pillar, pontoon or like apparatus or convenience provided or used for the mooring of vessels;
- **“officer”** – means any person authorised by the Authority, and may include the Harbour Master their deputies and assistants, and any other person or employee of the Authority for the time being authorised by the Authority to act, either generally or for a specific purpose, in the capacity of Harbour Master;
- **“owner”** when used in relation to goods includes any consignor, consignee, shipper or agent for the sale, receipt, custody, loading or unloading and clearance of those goods and includes any other person in charge of the goods and their agent in relation thereto; and when used in relation to a vessel includes any part owner, broker, charterer, agent or mortgagee in possession of the vessel or other person or persons entitled for the time being to possession of the vessel and when

used in relation to a vehicle includes any part owner or agent or person having charge of the vehicle for the time being;

- **“paddle boarding”** - means the operation of a floatable board by means of lying, kneeling or standing using either hands or a paddle for propulsion.
- **“parasailing”** - means any activity wherein a person or persons are towed by or carried on a power-driven vessel with the intention that the person or persons are towed or carried must become airborne by virtue of their being harnessed to a kite parachute, balloon glider or similar apparatus;
- **“person”** – References to a person must include, where the context admits, companies or other entities;
- **“power driven vessel”** - means any vessel which is driven wholly or partly by machinery;
- **“quay”** means any quay, wharf, jetty, dolphin, landing stage or other structure used for berthing or mooring vessels, and includes any pier, bridge, linkspan, roadway or footway immediately adjacent and affording access thereto;
- **“recommended small vessel routes”** – means routes designed for vessels of less than 20m that, as far as is practicable, avoid large vessel routes and other hazards.
- **“regulated vessel”** means every vessel having a gross registered tonnage of more than 50 tonnes and every vessel licensed to carry passengers;
- **“sailing vessel”** - means any vessel under sail providing that mechanical propulsion if fitted is not being used;
- **“seaplane”** an aircraft that can take off from and land on the sea;
- **“small vessel”** – a vessel less than 25m in length;
- **“Stranraer Harbour”** means the area delineated in red on the plan and pursuant to the Loch Ryan Harbour Revision Order [2023];
- **“swimming”** - means a person in or entering the water without breathing apparatus and includes snorkelling;
- **“towing of persons”** - towing of persons means any activity wherein a person or persons are being towed behind a vessel with or without the aid of a flotation device or apparatus;
- **“vessel”** - means a ship, boat, raft or watercraft of any description and includes non-displacement craft, personal watercraft, seaplanes and any other thing constructed or adapted for floating on or being submersed in water (whether permanently or temporarily) and a hovercraft or any other amphibious vehicle, used or being capable of being used as a means of recreation and/or transportation or commercial activity on water;
- **“water craft”** - means any vessel referred to as a jet ski, jet bike, wet bike, water scooter, fun craft or other similar description which a vessel is designed to carry a person or persons standing, kneeling, sitting or prone upon the vessel and which vessel is propelled by a water jet engine, the Master of which vessel steers it with or without rudder at the stern by means of a handle bar operated linkage system;
- **“wind surfing”** - means the navigation or operation of a sailboard or windsurfer.

## ART II - NAVIGATION IN THE HARBOUR

### Application of the Collision Regulations

7. The Regulations for Preventing Collisions at Sea 1972 as amended (as such regulations are amended or replaced from time to time) must apply to all vessels within the jurisdiction of the Authority, but subject to other provisions of these directions.

### Vessel movements



8. Vessels navigating in any fairway must comply with Rule 9 of the Collision Regulations. The Master of a vessel entering the Harbour must give way to outbound vessels navigating within any fairway.
9. The Master of a small vessel, whether under power or under sail, that is not confined to a deep-water channel must not make use of that channel so-as-to cause obstruction to other vessels which can navigate only within that channel and must give such vessels a clear passage and as wide a berth as safe navigation requires.

### **Vessels to navigate with care**

#### **10. Speed limits**

10.1 Every power driven vessel navigating at Stranraer Harbour, unless authorised by the Harbour Master in writing, subject to the requirements of maintaining adequate steerage way and control, be navigated at a speed not exceed 10kts through the water.

10.2. Every power driven vessel navigating at Stranraer Harbour, inside the breakwater and within 200 yds of the shore, must unless otherwise authorised by the Harbour Master in writing, subject to the requirements of maintaining adequate steerage way and control, be navigated at a speed not exceeding 5 knots through the water.

10.3 There is no speed limit in the designated unrestricted speed zone, during the hours of daylight, sunrise to sunset. The Harbour Master may enforce rule 10.1 in this zone, to maintain the safe navigation of vessels at any time.

11. Complying with the maximum permitted speed shall not exonerate the Master of any vessel from the responsibility of reducing speed as necessary in the observance of normal practice of safe seamanship. This includes, but is not limited to, when passing mooring trots, anchored vessels, vessels alongside quays, jetties, piers, slipways or pontoons. Vessels shall, at all times, be navigated with care and caution and in such a manner so as not to endanger the safety of other persons or cause nuisance to the occupants of any other vessel, person or property.
12. General Directions 10 shall not apply to any vessel on any occasion when it is being used by the Police, Fire Service or RNLI or other recognised rescue or patrol craft in an emergency situation, or for the purposes of enforcing these General Directions or any Special Directions. The master of such a vessel must navigate and operate safely regardless of any exemption from such directions.
13. The Master of a vessel must navigate their vessel with due care and caution and at a speed and in such manner as not to cause injury to or endanger the lives of persons engaged in the laying or retrieving of moorings, navigational or survey works, dredging works, salvage or construction works or underwater work.
14. A vessel shall use an auxiliary engine when entering and exiting the area inside the breakwater. Vessels without auxiliary engines may sail (or use manual propulsion) inside the breakwater when entering or exiting, but only in such circumstances when it is absolutely considered by the Master to be the safest, most practicable route taking account of prevailing conditions of weather, tide and traffic.
15. Cruise vessel tenders shall, as far as is practicable, follow the fairway route to the marina landing position.

16. Manoeuvring Zone. All general directions relevant to fairways apply to this zone with the exception of section 10.2 whereby the speed limit of 5 knots applies.

16.1. **Declaring for the avoidance of doubt** that no vessel shall pass between the west pier and the breakwater at any time.

#### **Master to remain on bridge**

17. The Master of a power-driven vessel underway must either: –

- a) Be on the bridge or at the control position of the vessel; or
- b) Ensure that there is on the bridge or at the control position a member of crew who is capable of taking charge of the vessel and, when a pilot is on board, is capable of taking and acting upon the pilot's advice for the conduct of the vessel.

18. The Master of a vessel underway in the Harbour must ensure that a proper and efficient all-round lookout is maintained.

#### **Competent Person**

19. The owner or persons operating or managing any vessel underway in the harbour must ensure that the vessel is under the control or direct supervision of a competent person.

#### **Navigating whilst under influence of drink or drugs**

20. No person shall navigate, operate or command or attempt to navigate, operate or command a vessel when unfit by reason of drink or drugs.

21. No Master or owner of a vessel must knowingly cause or permit any person to navigate, operate or command or attempt to navigate, operate or command the vessel in contravention with Direction 19.

#### **Notifications of collisions, etc.**

22. The Master of a vessel which –

- a) has been involved in a collision with any vessel or property, or has been sunk or grounded or become stranded in the Harbour area; or
- b) By reason of accident, fire, defect or otherwise is in such a condition as to affect its safe navigation or to give rise to danger to other vessels or property; or
- c) in any manner gives rise to an obstruction to a fairway or deep-water channel:

must immediately report the occurrence to the Harbour Master (and as soon as practicable thereafter provide the Harbour Master with full details in writing) and where the damage to a vessel is such as to affect or be likely to affect its seaworthiness.

The Master must not move the vessel except to clear that channel or to moor or anchor in safety, otherwise than with the permission and in accordance with the directions of the Harbour Master.

#### **Sunk or grounded vessels**

23. The Master of a vessel which has sunk or grounded in the Harbour must immediately advise the Harbour Master of its position and any other particulars they may require for the safety of navigation. If a vessel under tow has sunk or grounded the Master of the towing vessel must also have responsibility to advise the Harbour Master as aforesaid.

#### **Vessels Abandoned or Adrift**

24. The owner or Master of a vessel which has been abandoned or has gone adrift or is missing from its moorings in the Harbour must notify the Harbour Master of the relevant facts (to include date, time and circumstances) as soon as practicable after the Master becomes aware of the event.

**Unseaworthy vessels**

25. No Master shall cause a vessel to navigate the Harbour in an unsafe or unseaworthy condition except as may be necessary in the interests of the safety of such vessel and of her crew.
26. For the purpose of this direction a vessel is in an unsafe or unseaworthy condition if its presence in the Harbour might involve –
  - a) Grave and imminent risk to the safety of other users of the Harbour; or
  - b) Grave and imminent risk that the vessel may, by sinking or foundering in the Harbour, prevent or seriously prejudice the use of the Harbour by other vessels.

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**Lights, impeding safe navigation**

27. Except in the interests of safe and proper navigation no lights, including lasers or other beams shall be used in a manner which causes nuisance to or affects safe navigation.

**Obstruction of Aids to Navigation**

28. The Master must not permit their vessel to obstruct or be attached to any aid to navigation including light, beacon, sea mark, navigation buoy or mark, racing buoy or tide pole within the harbour.

**Pyrotechnics**

29. Except in instances of distress or safety of proper navigation, pyrotechnics must not be used within the harbour without the permission of the Harbour Master in writing.

**Restricted Visibility**

30. During periods of restricted visibility (defined as less than 2 cables) all large vessels overall and above must not intentionally pass each other within the harbour fairway, this includes overtaking.

**VHF Communications with Stranraer Harbour Local Port Service**

31. The Local Port Service, may provide vessel's with advice and guidance in respect to movements if it determines it is reasonable and safe to do so .

32. All large vessels are required to give VHF notification as follows:

a. The Master of a large vessel, on any berth or anchorage at Stranraer, shall call on VHF CH 12 and 14, immediately prior to departure to give an ETA passing the northern limit of the harbour in accordance with part 32 c.

b. The Master of a large vessel about to enter Stranraer Harbour shall call, on VHF Ch 12 and 14, upon passing the Milleur Point radio reporting position, with an ETA of arrival at anchorage or berth in accordance with part 32 c.

c. The call must give the following information

Vessels name

Vessels position

Intention

ETA at mooring or berth or departure point from the harbour

33. In addition, vessels to which this Direction applies must maintain a listening watch on VHF Ch 12 & 14 at all times when under way within the whole of Loch Ryan.

34. All vessels are required to navigate in Stranraer Harbour in compliance with the Merchant Shipping Distress Signals and Prevention of Collisions Regulations (as amended) and Stranraer Harbour General Directions.

**Sailing in the Harbour**

35. The Master of any vessel fitted with sails and an auxiliary engine when navigating the Harbour must proceed with the engine ready for immediate use, except in an emergency or with the permission of the Harbour Master.

**Aircraft operations**

36. Pilots of seaplanes must submit a request to land or take-off, to the Harbour Master, 1 hour prior the event and then liaise with the harbour, on the VHF working channel, immediately prior to arrival or departure in order for the harbour can give an environmental update to the aircraft and conduct a visual check of the landing area and approaches. A seaplane must have a designated tender to support berthing operations and an arranged berth prior to arrival or departure. A seaplane must ensure its take-off or landing zone is clear of other vessels and within normal operational weather limits for the aircraft prior to arrival or departure.
37. Pilots of helicopters must submit a request to land or take-off, to the Harbour Master, 1 hour prior the event and then liaise with the harbour, on the VHF working channel, immediately prior to arrival or departure. This is so the harbour can give an environmental update to the aircraft and conduct a visual check of the approaches to the landing area. Helicopters must land at designated helicopter pads and avoid passing over vessels when transiting to and from such landing areas. All helicopter operations must be conducted within normal operational weather limits for the aircraft.

**PART II – BERTHING AND MOORING****Moorings and Pontoons**

38. No person must place, lay down, maintain or use any mooring or pontoon, (including one placed, laid or used before the commencement of these Directions), in the Harbour without a written licence granted by Marine Scotland. The placing, laying down, maintenance or use of any mooring must be in compliance with the conditions attached to that licence. In the absence of such licence or if conditions attached thereto are not complied with any such mooring must be forthwith removed by the owner thereof if the Authority so require.
39. The Master of a vessel on entering the Harbour must if directed to a mooring by the Harbour Master proceed to the mooring to which he is directed. He must not move to a different mooring without the express permission of the Harbour Master.
40. The Master of a vessel remaining at a mooring within the Harbour must cause it to be properly and effectively moored, such that it is not only secure but also is not liable to cause any damage to any other vessel or property (including any pontoon, mooring, pier or quay).

**Vessel to be properly berthed**

41. The Master of a vessel must at all times keep their vessel properly and effectively moored when berthed or lying at any quay and shall comply with such directions concerning the number, size and position of the mooring as the Harbour Master may give.
42. The Master of a vessel which is moved from its moorings (in a tier of vessels) must ensure that the moorings of any other vessel disturbed in the process are made safe.

**Provision of proper fenders**

43. The Master of a vessel must ensure that it is provided with a sufficient number of fenders adequate for the size of their vessel and, when berthing and leaving or lying at a pier or quay or against other vessels, the Master must cause the vessel to be fended off from that pier or quay,

or those other vessels so as to prevent damage to that pier or quay, those other vessels or other property.

#### **Use of propulsive machinery while vessel is moored or berthed**

44. The Master of a vessel which is at any quay, pier or attached to any mooring device must not permit the engines of their vessel to be worked (nor operate the propulsion system) in such a manner that could cause injury or damage to the sea bed or shore side of the Harbour or to any other vessel or property or other harbour user.).

#### **Sufficiency of crew**

45. Except with the permission of the Harbour Master, the Master of a vessel shall at all times when their vessel is moored, ensure the vessel is capable of being safely moved and navigated and that there are sufficient crew or other competent persons readily available –

- a. to attend to the vessel's moorings;
- b. to comply with any direction given by the Harbour Master for the unmooring, mooring and moving of their vessel; and
- c. to deal, so far as reasonably practicable, with any emergency that may arise.

#### **Vessels moored**

46. A vessel moored in any part of the Harbour, other than an area designated as a small craft mooring area by the Harbour Master, must cause to be exhibited the lights or shapes required by the Collision Regulations.

47. Vessels are to be kept in a moveable condition.

48. The Master of a vessel must not, except where their vessel is lying aground, take any steps to render the vessel incapable of movement without first notifying the Harbour Master and, subject as aforesaid, must at all times keep the vessel so loaded and ballasted and in such condition that it is capable of being safely moved.

49. Where a vessel is at any time not capable of being safely moved by means of its own propulsive machinery, the Master or owner must inform the Harbour Master forthwith and give to him or her any further information which the Harbour Master may reasonably require.

#### **Manning**

50. When conditions require or in any event when required by the Harbour Master, the Master of a vessel shall cause at least one competent person to be on board at all times whilst the vessel is anchored in the harbour.

#### **Rafting**

51. In areas of the Harbour where the harbour Master requires vessels to raft together, Masters must follow the Harbour Master's instruction to raft. Save as aforesaid, no Master must make their vessel fast to any other vessel without the permission of the Master of such other vessel unless instructed to do so by the Harbour Master.

#### **Anchoring**

52. A Master must not anchor their vessel, except in the case of an emergency, in a fairway, any other areas prohibited for anchoring, or areas designated as small craft mooring areas, or where they are likely to obstruct navigation. Large vessels must anchor in designated anchorages after

obtaining permission of the Local Port Service. Anchored large vessels are liable to pay harbour dues.

**Lost anchor**

53. If any vessel laying within the Harbour parts from its anchor, the Master of the vessel must report the fact, including the position of the lost anchor forthwith to the harbour Master.

**Fouled anchor**

54. If at any time the anchor hooks any mooring in the Harbour, the Master of the vessel must not proceed to clear the same but must as soon as possible advise the Harbour Master in order that the Harbour Master may provide aid in clearing the mooring without the sustaining of any damage to the mooring. The Master shall be liable to the mooring owner for all costs in making good any damage caused by the Master to the mooring in clearing their anchor from a mooring without, or prior to, notification to the Harbour Master .

**Boarding of vessels**

55. The Master of a vessel is obliged to allow any duly authorised officer of the Authority, on producing that officer's requisite authority, to enter and inspect a vessel in the harbour:

- for the purposes (including the enforcement) of enforcing any Authority power or any General or Special Direction; or
- to prevent or extinguish fire;
- to prevent flooding or sinking;
- or any other purpose connected with the vessels safety

But, except in an emergency, no entry must be made under this article without reasonable notice first having been given to the owner or the person appearing to have charge of the vessel.

**Public Landings**

56. No Master or person must use or permit their vessel or equipment or other items to obstruct any public landing place, hard, pier, jetty, slipway or linkspan within the Harbour.

**Fuelling Berths**

57. No naked flames of any sort are allowed at any fuelling berths, fuelling facilities, fuelling pontoons, or a fuel tank storage area. Smoking and the use of mobile phones or any other portable electrical or electronic devices are prohibited in these areas.

**Carriage of Fuel**

58. No Harbour User shall carry or store or cause to be carried or stored on any vessel within the Harbour any petrol or other inflammable fuel or inflammable gas in any receptacle other than a receptacle specifically constructed for the purpose of carrying or storing the petrol, fuel or gas and originally intended by the manufacturer of the receptacle for the purpose.

**Noise**

59. Except in the interests of safe and proper navigation no musical instrument, radio, television, amplification equipment, computer, loudspeaker, gong, horn, bell, engine or generator must be used by Harbour Users in a manner which causes nuisance of others.

**Offensive fumes or smoke**

60. The Master of any vessel within the Harbour having on board any offensive goods, including anything giving off a smell, fumes or smoke which may cause nuisance to other Harbour users, must so far as is practicable limit the effect on others. If required following instruction from the

Harbour Master, the Master must remove the vessel and/or the cause of the smell, fumes or smoke from the Harbour and the Authority's property.

#### **Welding and hot works on commercial vessels**

61. Prior to any hot works commencing the Harbour Master must be informed and a permit to work be obtained.

#### **Open Fires on board a vessel**

62. Notwithstanding the contents of Section 47 the Master of a vessel at any location within the Harbour must not allow any fires, except for cookers or barbecues designed for the purpose. Such permitted fires must be used on-board the vessel only and not transferred to a pontoon or quayside.

#### **Bunkering**

63. Masters wishing to take fuel from road tanker must inform the Harbour Master prior to the event. The vessel and road tanker must be crewed / staffed by appropriately trained and competent person(s) for the duration of fuelling process. Both vessel and vehicle must have immediate access to Oil spill kit to contain any spills.

#### **Ballast Water & Environment Considerations**

64. The Master shall not permit ballast water to be discharged within any harbour limit, unless the vessel meets the MCA D2 – Ballast Water Performance Standard.

65. Every vessel & harbour user shall comply with environmental regulations and to prevent Invasive Non Native Species being brought into the harbours and shall strive to follow the appropriate advice and guidance wherever reasonably practicable.

#### **Discharge of Oil, Sewage and Garbage**

66. No person is to cause the discharge into the Harbour of any:

- Oil or oily residues/discharge;
- Sewage or other pollutant materials into the Harbour;
- Garbage, plastics, or foodstuffs, except into designated receptacles ashore.

#### **Passenger Vessels or Harbour Water Taxi Service**

67. No person shall offer for hire or operate any vessel for the purpose of carrying fare paying passengers from or within the Harbour unless:

- In respect of a vessel carrying not more than twelve passengers the owner/operator holds a current licence for that vessel granted by the appropriate local authority or issued by the appropriate national authority (e.g. Maritime and Coastguard Agency) and the Master holds the appropriate licence granted by the appropriate local authority or issued by the appropriate national authority (e.g. Maritime and Coastguard Agency);
- In respect of a vessel carrying more than twelve passengers the owner/operator holds a current licence for that vessel issued by the appropriate national authority (e.g. Maritime and Coastguard Agency) and the Master holds the necessary licence granted by the appropriate national authority (e.g. Maritime and Coastguard Agency).

68. the Authority reserves the right to inspect any vessel used for the carriage of fare paying passengers to satisfy itself that the vessel is being operated in accordance with the relevant licences. The relevant licences must be presented to the harbour Master upon request.

69. Tampering with Equipment - No person must without lawful authority displace or tamper with any safety or fire equipment within the harbour except in the event of an emergency.

#### **Notice of Recreational Event**

70. The organiser of any yacht, boat or leisure event that is proposed to take part within the harbour must give not less than 4 weeks' notice in writing to the Harbour Master and must also submit a risk assessment of the event in accordance with the Port Marine Safety Code. The Harbour Master may in special circumstances agree to a shorter period of notice. Organisations and yacht clubs that have routine planned events such as weekly club racing may cover the requirement of this direction with an annual notification and generic risk assessment for the planned events. This notice and risk assessment must be reviewed and re-submitted annually by the event organiser.

#### **Yacht Race Management**

71. Race Officers, safety boats and all yachts must maintain a listening watch on VHF channel 12 prior to and during all yacht races starting and or finishing within the jurisdiction of the Harbour.

#### **Use of navigation buoys as race marks**

72. Use of Harbour navigation buoys by any Harbour User as race marks is prohibited without the written permission of the Harbour Master.

#### **Fishing**

73. The Master of a vessel must not use or permit it to be used to drift, trawl or undertake any other net fishing in any part of the Harbour, which shall make the vessel or gear, become an obstruction or danger to the navigation of the Harbour. Nor shall the Master permit nets to be left unattended, or fishing to be undertaken in any fairway, manoeuvring zone, or, any area designated as small craft moorings or, no anchoring zone. Furthermore, the Master shall ensure that any gear left unattended must be marked so to be clearly visible by day and fitted with a light if deployed between sunset and sunrise.

#### **Angling**

74. No person angling must impede the navigation or operation of any vessel navigating within the harbour.

#### **Prohibited Activities**

75. The following activities are prohibited within the Harbour without the written permission of the Harbour Master:

- Towing of persons, other than in the designated unrestricted speed zone;
- Swimming more than 200m from the high water mark; inside the breakwater, manoeuvring zone or fairway.

76. No person shall jump or dive into the water from any structure, pile, pontoon, jetty, pier, linkspan, vessel or buoy within the Harbour.

#### **Underwater diving**

77. Commercial diving. No person shall undertake any commercial underwater or commercial diving activities of any kind within the Harbour without a valid dive permit to dive from the Harbour Master.

78. Recreational diving. Recreational diving is not permitted in the fairway, manoeuvring zone or inside the breakwater. Recreational divers must obtain permission from the Local Port Service via VHF CH 12 for each dive.

Such permission must include:



The area of the dive

The start and stop time of the dive

The Local Port Service must be informed when the dive is complete.

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**PART III – the Authority PROPERTY****Right to Sell**

79. No person must without the prior written consent of the Authority sell, attempt to sell or otherwise offer for sale any article or service on the Authority property. This must not restrict the owner of a boat from seeking to sell their boat, including the placing of a discreet "For Sale" notice on their boat at its mooring.

**Advertising**

80. No person must place any advertisement or other notice on the Authority Harbour property except with the Authority prior written consent, and then only in the agreed location, form and manner.

**General Garbage and Waste**

81. Garbage and Waste are to be deposited at recognised waste reception facilities only.

**Abandoned Vessels**

82. Any owner, Master or otherwise person or persons responsible in law for any vessel reasonably deemed by the Authority to be abandoned, shall upon the prior written notice of the authority remove the vessel by such time as specified by the Authority in the notice pursuant to this general direction, and in any case such shall be removed no later than 7-days from the issue of the notice. Which failing, then the Authority shall be entitled to so remove and dispose of as it thinks fit and reasonable in the circumstances and shall be entitled to recover all costs reasonably incurred in so doing from the owner which may be recovered from the proceeds of the sale by the harbour Master before passing any balance of funds to the owner.

**Damaging Property**

83. No person shall damage, or interfere with any light, beacon, sea mark, navigational buoy or mark, racing buoy, tide pole or any advertisement, banner or other form of notice within the Harbour.

**Miscellaneous**

84. Obstruction of officers: Pursuant to paragraph 19 of the HRO, any person shall commit an offence under these Directions who:

- intentionally obstructs or threatens an officer of the Authority acting in pursuance of this Order or in pursuance of any General Direction, Special Direction or requirement made or given by the Authority; or
- without reasonable excuse fails to comply with a requirement properly made by such an officer; or
- without reasonable excuse fails to give such an officer any information (including their name and address) which the officer may require for the purpose of the performance of the officer's functions,
- Falsifying information - Any person who in giving such information makes a statement which that person knows to be false, must be guilty of an offence.

**Penalties**

85. A person who fails to comply with a General Direction or Special Direction must be guilty of an offence and liable on summary conviction to a fine not exceeding level 4 on the standard scale.