



GENERAL DIRECTIONS FOR NAVIGATION 2010

Reviewed December 2013

SHOREHAM PORT – GENERAL DIRECTIONS 2010

Introduction

Shoreham Port as Harbour Authority in exercise of their powers under The Shoreham Port Authority Revision Order 1978 (the Order) and having carried out the consultations required by section 18 of the Order, give the following General Directions. These General Directions have been given for the purpose of promoting or securing conditions conducive to the ease, convenience or safety of navigation in the Port and for the purposes prescribed in section 18(1) (a)(b) and (c) of the Order.

In order to maintain and enhance the ease, convenience and safety of navigation within Shoreham Port, it is important that Masters and Officers are aware of current Byelaws, Directions and Local Notices to Mariners. It is therefore vital that owners and agents ensure all such relevant information and publications are promptly distributed to vessels as appropriate.

Note should also be taken of the content of broadcasts from Shoreham Harbour Radio.

It is the duty of the Master of a vessel to which a General Direction and Special Direction applies to comply with that Direction. However, the giving of a General Direction shall not diminish, or in any other way affect the responsibility of the Master of the vessel to which the Direction is given in relation to his vessel, persons on board, its cargo or any other person or property.

The General Directions herein were amended 31st December 2013

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1. COMMENCEMENT

These Directions shall come into force on 01st November 2010, on which date the General Directions for Navigation 1980 are revoked.

2. DEFINITIONS

In these Directions

“Canal” means the non-tidal enclosed waterway from the Prince Philip and Prince George locks to the East end of Aldrington Basin.

“COLREGS” means the Merchant Shipping (Distress Signals and Prevention of Collisions) Regulations 1996 (SI 75/1996).

“Eastern Arm” means the waterways of the Port lying to the East of the East Breakwater to the Prince Philip and Prince George locks.

“Dangerous Goods” means any goods as defined by the International Maritime Dangerous Goods Code.

“Fairway” means the course or track normally taken by commercial vessels using Shoreham Port and comprises of all marked and/or chartered navigable channels within Harbour limits.

“Fishing gear” means nets, lines, trawls, baskets, rods and any other device used to catch fish and shellfish.

“Harbour limits” means those limits prescribed in the Shoreham Harbour Acts of 1926 and 1949.

“Harbour Master” means a person appointed by Shoreham Port to be a Harbour Master and includes the deputies and assistants of a person so appointed and the Officers authorised to discharge the Harbour Master’s duties through Shoreham Harbour Radio.

“Length overall” means the maximum length of a vessel, including overhanging structure, cargo or equipment and if a tug and tow the length from the forward end of the tug to the aft end of the last vessel or object towed.

“Master” means any person having or taking the command, charge or management of a vessel for the time being and includes a pilot so engaged.

“Non-Professional Master” means a Master that does not act as a Master in the course of a business or employment.

“The Order” means the Shoreham Port Authority Revision Order 1978.

“Pleasure Vessel” means a vessel not engaged in trade or hire and not a fishing vessel.

“PWC” means a power driven Personal Watercraft that the occupants sit, stand or kneel on, rather than inside of or below the gunwale as in a boat.

“Restricted Visibility” means any condition in which visibility is restricted by fog, mist, falling snow, heavy rain storm or any other similar cause.

“Special Direction” means a direction made pursuant to Article 19 of Shoreham Port Authority Revision Order 1978.

“SOLAS” means the International Convention for the Safety of Life at Sea 1974 as amended from time to time.

“The restricted area” means the waterways of the Port lying inland of a line drawn between the southern extremities of the East and West Breakwaters together with such part of the open sea as lies within a radius of 320 metres from the southern extremity of the West Breakwater.

“Small vessel” means a vessel less than 20m in length overall.

“Underway” means that a vessel is not at anchor, or made fast to the shore, or aground.

“Vessel” means every description of water craft used or capable of being used as a means of transportation on the water and includes non-displacement craft, houseboats, hovercraft, seaplanes, hydrofoils, wing in ground effect craft, flying inflatable boats, personal water craft, jet skis, kite surfers, wind surfers, surf boards, stand-up paddle boarders, rafts, dinghies and canoes.

“Vessel Notification Form” means a report in a form prescribed by Harbour Master that includes the details of the vessel, its position in the port, the name address and contact details of the Master and Owner including a phone number on which either the Master or Owner can be contacted.

“Western Arm” means the waterways of the Port lying in the River Adur to the West of Middle Pier.

3. APPLICATION

Unless otherwise prescribed these General Directions shall apply to all vessels within harbour limits and at all times.

4. CARRIAGE OF VHF RADIO

The Master of any vessel, except a small vessel, must ensure his vessel is equipped with a VHF radio capable of communicating with Shoreham Harbour Radio and shall monitor VHF Ch14 when underway and at least 10 minutes prior to getting underway or entering the port.

5. CARRIAGE OF MOBILE PHONES.

The Master of a small vessel that is greater than 10 meters length overall must ensure his vessel is equipped with a VHF radio capable of communicating with Shoreham Harbour Radio and shall monitor VHF Ch14 when underway or he shall be equipped with a mobile phone capable of communicating with Shoreham Harbour Radio on +44 (0) 1273 592366. All Masters are referred to Marine Guidance Note MGN 299 published by the MCA that warns of the interference with safe navigation through inappropriate use of mobile phones.

6. SPEED LIMIT

- (1) This Direction does not apply to the following vessels:-
 - (i) Vessels used by search and rescue Organisations; and
 - (ii) Vessels used by Shoreham Port
 - (iii) Vessels used by the Police and UK Border Agency
 - (iv) Vessels used as safety boats by Yacht and Sailing Clubs and other such organisations when engaged in operations where complying with this Direction would inhibit their ability to fulfil their functions as a safety boat.
- (2) The Master of a vessel, except those listed in paragraphs 6 (1) (i) to 6 (1) (iv) shall not permit the vessel proceed at a speed of greater than 6 knots over the ground.

7. NOTIFICATION OF ARRIVAL OF INBOUND VESSELS

- (1) The Master of a vessel, except a small vessel, must at least 24 hours prior to arrival give notice to the Harbour Master of the vessel's estimated time of arrival off Shoreham Port and when required by the Harbour Master provide all information required for the Maritime and Coastguard Agency's Consolidated European Reporting System (CERS) including information on Dangerous and Polluting Goods (HAZMAT), International Ship and Port Facility Security (ISPS) and Port waste notification
- (2) The Master of a vessel, except a small vessel, must on coming within VHF range of Shoreham Harbour Radio advise it of the vessel's estimated time of arrival, draft, length overall, beam and of any defects or deficiencies that may affect the seaworthiness or handling capabilities of the vessel

- (3) The Master of a small vessel greater than 10 meters length overall when entering Shoreham Port from outside harbour limits shall inform Shoreham Harbour Radio by the quickest possible means, (which may be by phone to +44 (0) 1273 592366) of the vessel's arrival.
- (4) On arrival from outside harbour limits at any berth, quay or anchorage in Shoreham Port the Master of a small vessel greater than 10 meters in length overall must complete a Vessel Notification Form that must be transmitted to Shoreham Harbour Radio by either fax +44 (0) 1273 592492 or email. HarbourRadio@shoreham-port.co.uk
- (5) The Master of any small vessel greater than 6 meters length overall that is permanently moored in Shoreham Port must complete and return to the Harbour Office a Vessel Notification Form during December of each year.

8. NOTIFICATION OF DEPARTURE OR SHIFTING OF VESSELS

- (1) The Master of a Vessel, except a small vessel, which is moored in Shoreham Port and intends to leave or shift from one berth to another shall when possible to do so, give 6 hours prior notice to Shoreham Harbour Radio of the intended movement so that the movement can be planned. In addition, the Master must give Shoreham Harbour Radio not less than one hour prior notice of the intended movement and also advise Shoreham Harbour Radio immediately prior to the intended movement.
- (2) If it is not possible for the Master to give the 6 hours prior notice required by this Direction he must give notice to Shoreham Harbour Radio as soon as it is possible.
- (3) When giving the notice required by this Direction the Master must also advise Shoreham Harbour Radio of the vessel's intended destination, draft, length overall, beam and of any defects or deficiencies that may affect the seaworthiness or handling capabilities of the vessel. In addition, the vessel must, when required, provide all information required for the Maritime and Coastguard Agency's Consolidated European Reporting System (CERS) including information on Dangerous and Polluting Goods (HAZMAT).
- (4) The Master of any small vessel greater than 10 meters in length overall must inform Shoreham Harbour Radio by either VHF or phone of his intention to leave a berth or anchorage. If the Master has been delayed for more than 10 minutes before getting underway he must re-broadcast his intentions to Shoreham Harbour Radio.

9. USE OF ANCHORS/LOOKOUT

- (1) The Master of every vessel when underway in Shoreham Port shall have its anchor, where fitted, ready to let go.

- (2) The Master of a vessel that uses its anchor must ensure it is retrieved as soon as the vessel is made fast to the shore. If this is not possible, Shoreham Harbour Radio must be informed.
- (3) The master of every vessel, except a small vessel, while navigating within the port shall have a lookout stationed forward with direct communication to the bridge.

10. VESSELS CROSSING FAIRWAY MUST NOT OBSTRUCT OTHER VESSELS

The Master of every vessel intending to enter or cross a fairway must not do so if such entering or crossing obstructs or hinders a vessel using that fairway.

11. MOVEMENT OF VESSELS TO BE WITH CARE AND CAUTION

- (1) The Master of every vessel must ensure that its movement is conducted with utmost care and caution and at such speed and in such a manner as not to cause or be likely to cause any of the following:
 - i) loss of life
 - ii) injury
 - iii) damage to any vessel or property
 - iv) nuisance
 - v) a risk associated with marine operations that is not as low as reasonably practicable
 - vi) a wash greater than 0.5 metres in height from trough to top.
- (2) In addition to the requirements of Direction 11(1) the Master of every vessel must ensure that it is kept well clear of any dredger or other vessel engaged in laying or retrieving buoys, moorings, surveying, other navigational works and diving operations.

12. SMALL VESSELS IN REGATTAS AND EVENTS

- (1) The Master of a small vessel involved or participating in a regatta or event must not let his vessel obstruct or impede other vessels moving in the harbour, and shall obey all the reasonable instructions given by Harbour Master in the superintendence of the regatta event.

13. ORGANISATION OF REGATTAS AND EVENTS

- (1) The Master of a vessel that is planning to take part in an event, race or other occasion when it is expected that a number of vessels will assemble on the water within Shoreham Port limits must give at least 7 days notice of the event, race or

other occasion to the Harbour Master. For the purposes of this Direction the organiser of the event, race or other occasion may give the notice required on behalf of all the Masters taking part. At the time of giving notice the Master and/or organiser must provide to the Harbour Master the risk assessments required by the Port Marine Safety Code.

- (2) All events, races or other occasions when it is planned that a number of vessels will assemble on the water within Shoreham Port limits are prohibited unless the Harbour Master has granted his prior written consent. The Harbour Master will make available the criteria that must be met for him to grant his consent. Such consent shall be conditional on the organiser undertaking to contact Shoreham Harbour Radio on VHF Ch 14 or by phone on +44 (0) 1273 592366 15 minutes prior to the commencement of the event, race or other occasion. Accordingly, the Master of any vessel shall not permit it to take part in an event, race or other occasion unless such event etc. has been granted prior written consent by the Harbour Master.

14. REPORTS TO SHOREHAM HARBOUR RADIO

The Master of a vessel involved in any of the following incidents:-

- i) Collision or contact with another vessel, quay, mooring, buoy or object
- ii) Grounding
- iii) Pollution of any type
- iv) Fire or explosion
- v) Incident involving death or injury
- vi) Parting of mooring lines
- vii) Near miss or other potentially hazardous event

shall immediately, after informing the emergency services if appropriate, inform Shoreham Harbour Radio by the quickest means .

15. DIVING

The Master of a vessel must not permit any person to undertake any form of diving or underwater activity, including the operation of a Remotely Operated Underwater Vehicle (ROV), from it without the prior consent of the Harbour Master. The Harbour Master will make available the criteria that must be met for him to grant his consent.

16. THE MASTER OF VESSEL TO BE AT OR NEAR HELM

The Master of every vessel when underway shall be at or near the helm. In the case where a vessel has a bridge, the Master shall be on the bridge.

17. VESSELS TO BE MARKED WITH NAME ETC

The Master of every vessel and every small vessel must ensure that the vessel has its name or other identification letters or numbers conspicuously marked on it.

18. NAVIGATION UNDER THE INFLUENCE OF DRINK OR DRUGS PROHIBITED

- (1) A Non-Professional Master must not move a vessel within Shoreham Port if his ability to do so is impaired by drink or drugs or if the proportion of alcohol in his breath, blood or urine exceeds
 - i) in the case of breath, 35 micrograms of alcohol in 100 millilitres
 - ii) in the case of blood, 80 milligrams of alcohol in 100 millilitres and
 - iii) in the case of urine, 107 milligrams of alcohol in 100 millilitres
- (2) A Non-Professional Master shall permit the above samples to be taken by a Police Officer who uses the procedures applicable to the police for taking alcohol and/or blood samples.

19. BOARDSAILING, SURF BOARDING, KITE SURFING, HOVERCRAFT AND SEAPLANES

- (1) The Master of every vessel within Harbour Limits must not permit or engage or take part in waterskiing, boardsailing, surfboarding, kitesurfing and parasending without prior written consent of the Harbour Master. The Harbour Master will make available the criteria that must be met for him to grant his consent.
- (2) The Master of a hovercraft, seaplane or flying inflatable boat must not operate such vessel within Harbour limits without prior written consent of the Harbour Master. The Harbour Master will make available the criteria that must be met for him to grant his consent.

20. THE USE OF PERSONAL WATER CRAFTS

- (1) The Master of a Personal Water Craft (PWC) shall only launch it from sites designated by the Harbour Master and must pay a fee to the site operator. The Harbour Master must publish a list of the designated sites.
- (2) The Master of a PWC must be at least 16 years old, be in possession of an RYA PWC recognised qualification and hold third party liability insurance of at least £2 million.

21. MASTERS OF POWER DRIVEN VESSELS CAPABLE OF MORE THAN 6 KNOTS

- (1) The Master of a power driven vessel capable of more than 6 knots through the water must be at least 16 years old.

22. RESTRICTED VISIBILITY PROCEDURE.

- (1) When visibility at Shoreham Harbour Radio is determined to be less than 0.5 nautical miles
 - i) A Master of a vessel greater than 20 metres length overall is prohibited from moving it in the Western Arm.
 - ii) A Master of a vessel greater than 20 metres length overall that needs to be towed or pushed is prohibited from moving anywhere within the Harbour.
 - iii) The Master of any vessel carrying Dangerous Goods is prohibited from moving anywhere within the Harbour.
 - iv) The Master of any vessel that is prohibited from moving by virtue of i), ii) & iii) above that is in transit at the time when visibility is determined to be less than 0.5 nautical miles must immediately contact Shoreham Harbour Radio and seek a safe lay-by berth.
 - v) The Master of any vessel less than 20 metres length overall must keep it well clear of vessels more than 20 metres length overall using any fairway.
- (2) When visibility at Shoreham Harbour Radio is determined to be less than 0.25 nautical miles.
 - i) The Master of a vessel greater than 20m length overall is prohibited from moving it anywhere within the Harbour. Such vessels are to remain at anchor or alongside or seek a safe lay-by berth.

23. USE OF PROPULSION WHILST MADE FAST TO THE SHORE

The Master of any vessel must not operate any propulsion machinery or equipment whilst the vessel is made fast to the shore except when manoeuvring on or off the berth or for testing the vessel's engines and controls as required by SOLAS or after having obtained permission from the Harbour Master.

24. MAKING FAST TO NAVIGATION MARKS

The Master of any vessel shall not make fast his vessel to or lie against any buoy, beacon or mark used for navigational purposes.

25. VESSELS NOT TO BE IMMOBILISED

(1) Except where his vessel is lying aground the Master of any vessel, other than a small vessel, shall not immobilise his vessel or load it or take on ballast so that it is incapable of movement unless he has obtained permission from the Harbour Master.

(2) Where a vessel, other than a small vessel, is at any time not capable of being safely moved by means of its own propulsion the Master shall immediately inform the Harbour Master and give to him any further information that the Harbour Master may reasonably require.

26. SIGNALS CONTROLLING NAVIGATION

The master of a vessel in the Eastern and Western Arms, the entrance and approach to the Port and at the Locks must at all times observe the following signals:-

(1) Middle Pier Control Station

<i>Signal</i>	<i>Meaning</i>
Amber light occulting every 3 seconds, focusing to seaward, by day and by night.	Major vessel manoeuvring or about to leave the Port. No vessel shall enter the Port except that small vessels need not comply providing that they do not hinder in any way the movement of the major vessel.

(2) Lifeboat House - Signals focusing over East Arm

<i>Signal</i>	<i>Meaning</i>
Red light, occulting every 3 seconds, focusing over East Arm, by day and by night	Major vessel about to enter the Port or leave the West Arm. No other vessel to navigate in the East Arm except small vessels providing they do not hinder the movement of the major vessel.

(3) Lifeboat House - Signals focusing over West Arm

Signal

Red light, occulting every 3 seconds, focusing over West Arm, by day and by night

Meaning

Major vessel about to enter the Port or leave the East Arm for sea or pass from the East Arm to the West Arm. No other vessel to navigate in the West Arm except small vessels providing they do not hinder the movement of the major

(4) Prince George Lock – Signals focusing over East Arm

Signal

Three fixed red lights vertically.
Green, white, green lights vertically

No vessel shall approach the Lock entrance.

A vessel may approach for the purpose of entering the Canal.

(5) Prince George Lock – Signals focusing over Canal

Signal

Three fixed red lights vertically.
Green, white, green lights vertically

Meaning

No vessel shall approach the Lock entrance.

A vessel may approach for the purpose of leaving the Canal.

(6) Prince Philip Lock – Signals focusing over East Arm

Signal

Three fixed red lights vertically.
Green, white, green lights vertically

Meaning

No vessel shall approach the Lock entrance.

A vessel may approach for the purpose of leaving the Canal.

(7) Prince Philip Lock – Signals focusing over Canal

Signal

Three fixed red lights vertically.
Green, white, green lights vertically

Meaning

No vessel shall approach the Lock entrance.

A vessel may approach for the purpose of leaving the Canal.

27. POWERS TO BOARD VESSELS

- (1) The Master, owner or anyone in charge even temporarily of any vessel shall permit the Harbour Master to board the vessel at such time as the Harbour Master may desire for the purpose of inspecting its equipment, safety, risks of pollution and for any other purpose in order that the Harbour Master may fulfil his duty.
- (2) The Master, owner or anyone in charge even temporarily of any vessel shall upon request from the Harbour Master inform him of its contents and shall permit the Harbour Master to board such vessel and to inspect its contents and shall not obstruct the Harbour Master in the exercise of such inspection.

28. VESSEL REPORTING

- (1) The Master of every vessel except small vessels shall inform Shoreham Harbour Radio of the following reporting points:-

IN BOUND

1.5 Miles off of the harbour entrance
All fast in lock
Commencing to swing and location
Completed swing
All fast on berth, with location

OUT BOUND

Letting go from the berth, with location
Commencing to swing with location
Completed swing
Main turning basin
All fast in lock
Clear of the harbour entrance

- (2) The Master of a vessel carrying Dangerous or Hazardous Goods shall inform Shoreham Harbour Radio of the commencement and completion of cargo discharge.

29. LAYING DOWN MOORINGS

A Master shall not lay down any moorings, buoys or other tackle within the limits of the Harbour for the purpose of establishing a mooring, without the consent of the Harbour Master. Such consent shall be in writing and be subject to such conditions as the Harbour Master in his absolute discretion shall think fit.

30. DRIFT OR TRAWLING NETS NOT TO OBSTRUCT NAVIGATION

The Master of a vessel shall ensure that no drift, trawling or other net or other fishing gear shall be cast or placed in any part of the Harbour so as to be or likely to become an obstruction or danger to the navigation of vessels.

31. PENALTY PROVISIONS

By virtue of Article 21 of the Shoreham Port Authority Harbour Revision Order 1978 and section 40 of the Criminal Justice Act 1982 the Master of a vessel who fails to comply with a General Direction shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 1 on the standard scale.