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 STATUTORY INSTRUMENTS
 

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1984 No. 1148

**HARBOURS, DOCKS PIERS AND FERRIES****The Dockyard Port of Plymouth Order 1984**

<i>Made</i>	- - - -	31st July 1984
<i>Laid before Parliament</i>		8th August 1984
<i>Coming into Operation</i>		3rd September 1984

At the Court at Buckingham Palace, the 31st day of July 1984

Present,

The Queen's Most Excellent Majesty in Council

Her Majesty, in pursuance of sections 3, 5, 6 and 7 of the Dockyard Ports Regulation Act 1865(a) and all other powers enabling Her in that behalf and, in so far as section 7 of the Act is concerned, on the joint recommendation of the Secretary of State for Defence and the Secretary of State for Transport, is pleased, by and with the advice of Her Privy Council, to order, and it is hereby ordered, as follows:

*Commencement and Citation*

1. The Order shall come into operation on 3rd September 1984 and may be cited as the Dockyard Port of Plymouth Order 1984.

*Interpretation*

2. In this Order unless the context otherwise requires:

“the Act” means the Dockyard Ports Regulation Act 1865 (a);

“Collision Regulations” means the regulations for the time being in force made pursuant to section 418 of the Merchant Shipping Act 1894(b);

“the Dockyard Port” means the Dockyard Port of Plymouth as it is described in Article 3 hereof;

“the local Harbour or Docks Authority” means those Authorities for the time being responsible for the Cattewater Harbour, the Sutton Harbour and the Millbay Docks, being at the time of the making of this Order, the Cattewater Commissioners, the Sutton Harbour Improvement Company, and the Associated British Ports Board respectively;

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(a) 1865 c. 125; section 6 was amended by Schedule 3 to the Criminal Justice Act 1967 (c. 80) and sections 40 and 46 of the Criminal Justice Act 1982 (c. 48).

(b) 1894 c. 60.

“Master” means the person having command or charge of a vessel for the time being;

“navigating within the dockyard port” excludes navigating within non-tidal basins;

“power-driven vessel” includes any vessel propelled by machinery;

“prolonged blast” means a blast of from four to six seconds duration;

“Queen’s Harbour Master” means the person for the time being appointed under the Act to be Queen’s Harbour Master for the Dockyard Port and any person having authority to act as Queen’s Harbour Master;

“short blast” means a blast of one second’s duration;

“under way”—a vessel is “under way” when she is not at anchor or made fast to the shore or aground;

“vessel” includes every description of water craft, including non-displacement craft, used or capable of being used as a means of transportation on water; towed targets and other floating targets; and any of Her Majesty’s ships and vessels in the charge of Her Majesty’s Officers except where otherwise provided;

“whistle” means any vessel’s whistle or siren complying with Annex III of the Collision Regulations when necessary.

#### *Description of Limits*

3. For the purposes of the Act and of this Order the limits of the Dockyard Port of Plymouth shall be the waters including all the bays, creeks, lakes, pools and rivers, so far as the tide flows, to the northward of a line starting at a point on the shore due South (true) of the ruined Chapel on Rame Head and proceeding in a south-easterly direction to a point 175° (true) 1.25 nautical miles from Rame Church, thence in an east-north-easterly direction to the Shagstone and thence due East (true) to the shore.

#### *Delineation of Limits*

4. The limits of the Dockyard Port are drawn on the Chart annexed to this Order.

#### *Regulations and Rules*

5. The Regulations contained in Schedule 1 hereto and the Rules contained in Schedule 2 hereto shall have effect within the limits (as described in Article 3 hereof) of the Dockyard Port, and if any inconsistency shall arise between the said Rules and the Collision Regulations the said Rules shall prevail.

#### *Penalties*

6.— (1) The master of every merchant or private vessel shall observe and cause to be observed the Regulations contained in Schedule 1 hereto, so far as they relate to his vessel, and any master or other person who infringes any provision of the said Regulations, or who fails to cause the same to be observed, or who fails to observe any direction given thereunder, or who fails to comply with any condition attached to a licence granted thereunder, shall commit an

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offence against this Order and shall for every such offence be liable to a penalty not exceeding level 3 on the standard scale.

(2) The master of every merchant or private vessel shall comply with the Rules contained in Schedule 2 hereto and any such master, who by his wilful default infringes any of the said Rules shall in respect of each offence be liable to the same penalties as if the offence had been an infringement of the Collision Regulations.

*Revocation*

7. The Dockyard Port of Plymouth Order 1975(a) is hereby revoked.

*N. E. Leigh,*  
Clerk of the Privy Council.

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(a) S.I. 1975/1703.

## SCHEDULE 1

## REGULATIONS

## PART I

## REGULATIONS OF GENERAL APPLICATION

*General*

1. All merchant and other private vessels within the limits of the Dockyard Port shall comply with any directions given by the Queen's Harbour Master with a view to the proper protection of Her Majesty's vessels dockyards or property, or to the requirements of Her Majesty's Naval Service.

*Control of Movements within the Dockyard Port*

2.— (1) The Queen's Harbour Master shall, in the discharge of the provisions of Schedules 1 and 2 of this Order in relation to commercial shipping traffic, and subject to any operational requirement connected with national defence, act in agreement with the local Harbour or Docks Authority and with the Trinity House Senior Pilot.

(2) The Queen's Harbour Master may, as necessary, require the Owner, Master or Agent of any vessel of and above 20 metres in length to notify him of the times of prospective arrivals and departures of such a vessel within the Dockyard Port over a specified period, including any subsequent amendments thereto.

(3) The Owner, Master or Agent of any vessel shall comply with any special requirements of the Queen's Harbour Master to change the time of arrival or sailing of a vessel in order to ensure the safe navigation of that or other vessels within the Dockyard Port.

*Shipkeepers*

3. No merchant or other private vessel of above ten metres in length, compelled or allowed to anchor in or near any of the navigable channels of the Dockyard Port, shall be left at any time without a shipkeeper.

*Special Navigation Regulations*

4. No merchant or other private vessel shall navigate within 50 metres of the walls, slipways and boundaries of Her Majesty's Dockyards or other Crown establishments or within 50 metres of any of Her Majesty's vessels or floating docks.

*Fishing*

5.— (1) Any person fishing in the Dockyard Port shall comply with any directions given to him by the Queen's Harbour Master.

(2) No fishing from boats or fishing by persons swimming under the water shall be carried on within 100 metres of the wall, slipways or boundaries of Her

Majesty's Dockyard, floating docks or other Crown establishments, or within 150 metres of any of Her Majesty's vessels, save with the licence in writing of the Queen's Harbour Master, and in accordance with any conditions attached thereto.

(3) No fishing shall at any time be carried on within 125 metres of either side of the recommended track or tracks for deep draught vessels leading through Plymouth Sound to the Hamoaze as shown on current Admiralty Charts or on the line of any electric cable or pipe as described in Regulation 16.

(4) No trawling or fishing by any nets or long lines, or the laying of lobster or crab pots, marked or unmarked, or the installing of equipment in connection with fish farming shall be carried on in any area in which anchorage is prohibited under Regulation 19.

(5) All lines used in connection with lobster or crab pots or similar devices shall be non-buoyant, and where any line of pots is less than 100 metres in length, only one end is to be marked.

(6) In the navigable channels of the Rivers Plym, Tamar, Tavy and Lynher and of Millbrook and St Johns Lakes netting of fish may take place only if:

- (a) the nets are tended by boat throughout;
- (b) sufficient navigable water is left for other craft to navigate the channel.

#### *Diving*

6. No person who is wearing or equipped with clothing or apparatus designed or adapted for swimming under water or diving shall swim under water or dive within 100 metres of the walls, slipways, or boundaries of Her Majesty's Dockyards, floating docks or other Crown establishments or within 150 metres of any of Her Majesty's vessels, or anywhere within the fairways of the Dockyard Port, or where anchorage is prohibited under Regulation 19, save with the permission of the Queen's Harbour Master, and under and in accordance with any conditions attached thereto.

#### *Dumping of Rubbish, etc*

7. Save with the permission of the Queen's Harbour Master and in accordance with any condition attached thereto, no person shall unload, cast or allow to fall—

- (a) into the water of the Dockyard Port, or
- (b) upon the banks or any portion of the shores of the Dockyard Port where the same may be able to fall into or to be washed into the waters of the Dockyard Port by rain, tide or otherwise;  
any ballast, stones, earth, clay, refuse, rubbish or any other substance or object.

#### *Reserved and Recreational Areas*

8.— (1) Whenever it may be necessary for mining or gunnery operations or experiments, dredging operations or other naval purposes to reserve any area for such operations, experiments or purposes, the area will be marked by buoys

coloured yellow, or posts ashore coloured yellow, and after due warning notice has been issued by the Secretary of State or by the Queen's Harbour Master and published as a general or local notice to mariners, no vessel shall enter into or remain in the area so marked, unless compelled to do so by stress of weather or to avoid accident; nor when such area is uncovered, or nearly uncovered at low water shall any person enter into or remain in it, nor permit any vessel, animal or thing to enter into or remain therein except in accordance with permission granted by the officer in charge of such operations, experiments or purposes, and in accordance with any conditions attached thereto.

(2) Whenever a warning notice is issued by the Queen's Harbour Master and published as a local Notice to Mariners, no recreational activities described in the notice shall take place except in the areas stated therein and under and in accordance with any conditions attached thereto for the period specified, save for the purpose of avoiding danger or accident.

#### *Use of Whistle*

9. A whistle shall not be used within the limits of the Dockyard Port except:
- (a) in accordance with the Rules contained in Schedule 2 to this Order;
  - (b) as a signal of distress;
  - (c) to prevent collision;
  - (d) in fog, mist, falling snow, heavy rainstorms or any other condition similarly affecting visibility;
  - (e) to test the whistle, provided that permission to do so has first been obtained from the Queen's Harbour Master.

#### *Anchoring and Mooring*

##### *General*

10. Without prejudice to Regulation 1, all anchoring and mooring shall be subject to any directions of the Queen's Master given with a view to preventing the obstruction of navigation into, in, or out of the Dockyard Port.

##### *Moorings for Her Majesty's Ships, etc*

11. Moorings for Her Majesty's vessels, buoys, lights, marks, mark buoys and other aids to navigation, and such other buoys as may be required for any purpose in connection with naval, military or air force operations, may be placed by the Queen's Harbour Master in such positions as may be considered necessary for the requirements of Her Majesty's Service.

##### *Private Moorings*

- 12.— (1) This Regulation shall apply to the following areas:
- (a) areas outside the jurisdiction of local harbour or docks authorities;
  - (b) any area designated by the Queen's Harbour Master in a Notice to Mariners.

(2) No person shall in an area to which this Regulation applies lay moorings for merchant or other private vessels, hulks, rafts, pontoons, bathing stages, racing marks, house boats, timber or any floating structures in the Dockyard Port, except with the licence in writing of the Queen's Harbour Master and in accordance with any conditions attached thereto, and all such moorings shall be in such positions as the Queen's Harbour Master shall deem fit.

13. Any moorings anywhere within the Dockyard Port shall be removed forthwith on the Order of the Queen's Harbour Master.

14. The local harbour or docks authorities shall inform the Queen's Harbour Master of any proposals for altering the mooring arrangements in those areas within their jurisdiction.

*Clearing Anchors and Moorings*

15. If at any time the anchor of any merchant or other private vessel hooks any Crown moorings, or any electric cable, or moorings of buoys, or any pipe, the Master of such vessel shall forthwith give notice thereof to the Queen's Harbour Master and shall, if it is safe and practical, await his instructions before proceeding to clear the same.

16. No merchant or other private vessel shall anchor on the line of any electric cable or pipe laid down in the Dockyard Port when such a line is indicated by posts or other there discernible marks on shore or is shown in current Admiralty Charts.

17. No merchant or other private vessel or barge, hulk, raft, pontoon or other floating structure shall:

- (a) make fast to, or lie at, any of the buoys or beacons placed by the Queen's Harbour Master to mark channels or shoals in the Dockyard Port; or
- (b) be moored or fastened to any of Her Majesty's, naval moorings, buoys, breakwaters, boom defences, dolphins, jetties, piles or vessels in the Dockyard Port, save with the licence in writing of the Queen's Harbour Master and under and in accordance with any conditions attached thereto; or
- (c) be moored or anchored within 100 metres of any of Her Majesty's naval jetties, floating docks, dolphins, vessels, hulks, installations or armament depots, or within 150 metres of the centre of any naval moorings, save with the licence in writing of the Queen's Harbour Master and under and in accordance with any conditions attached thereto; or
- (d) be moored, anchored or placed in the Dockyard Port, so as to give a foul berth to any vessels already at anchor or at moorings or to obstruct passage within or entrance into Plymouth Sound or any other part of the Dockyard Port.

*Anchorage in Plymouth Sound*

**18.**— (1) The anchorage in Plymouth Sound for vessels over 7.5 metres draught shall be the area so indicated on current Admiralty Charts east-north-eastward of New Grounds buoy, the position at the time of making this Order being shown on the Chart annexed to this Order, and this anchorage shall be reserved for the use of deep-draught vessels, namely vessels of 7.5 metres draught and above, both of Her Majesty's Navy and of the Mercantile Marine.

(2) Vessels of under 7.5 metres draught are to anchor clear of the area specified in sub-paragraph (1) and in the area south-eastward of a straight line joining Picklecombe Point and Mount Batten Tower, except in the prohibited anchorage covering the approach to Smeaton Pass.

(3) The anchorage for vessels in quarantine shall be the Southern Part of Jenyncliffe Bay south of 50° 21' north and eastward of the deep water channel.

**19.** No merchant or other private vessel shall anchor in any area shown as a prohibited anchorage in current Admiralty Charts, the said areas being, at the time of making of this Order, as follows:

- (a) the Western Channel and Eastern Channel entrances to Plymouth Sound, the approach therefrom to Smeaton Pass, and the water north of a straight line joining Picklecombe Point and Mount Batten Tower, including Smeaton Pass, Drake Channel, and The Narrows together with Cobbler Channel and Cattewater; but this prohibited area shall not include the Yacht Anchorage off the Hoe nor the Yacht Anchorage north of Drake's Island nor the Yacht Anchorage in Barn Pool as indicated in the Admiralty Charts;
- (b) the prohibited anchorage north and south of the track of Torpoint Ferry;
- (c) the Royal Air Force controlled mooring area adjacent to Mount Batten northwards; and
- (d) the prohibited anchorage off Penlee Point.

**20.**— (1) No vessels carrying explosives shall anchor or moor within the Dockyard Port except in the following positions:

- (a) Anchorage—170° (true) 1.0 nautical miles south from the Breakwater Light.
- (b) Anchorage—051° (true) 0.72 nautical miles from the Breakwater Light.
- (c) Mooring Buoy "C"—057° (true) 0.44 nautical miles from the Breakwater Light.
- (d) Mooring Buoy "D"—074° (true) 0.68 nautical miles from the Breakwater Light.
- (e) Capital Ship Trot—279° (true) 0.33 nautical miles from North West Corner Beacon.
- (f) Ernesettle Jetty.
- (g) Barge Moorings in Kinterbury, Bull Point and North, South and West Tamar Trots.



(h) Such other positions as the Queen's Harbour Master shall promulgate as a general and local notice to mariners.

(2) No merchant or other private vessel carrying a bulk cargo of hydro-carbon liquids, hazardous liquid chemicals or liquefied gases or in ballast but not gas-freed after carrying a previous such cargo shall anchor or moor or secure alongside within the limits of the Dockyard Port save at a berth specified by the Queen's Harbour Master in consultation with the local Harbour or Docks Authority and Trinity House Senior Pilot.

21. No merchant or other private vessel, or barge, hulk, raft or other floating structure shall anchor or moor, within 700 metres of one of Her Majesty's ships or vessels anchored or moored in the Dockyard Port and displaying the signals described in Rule 3(3) of Schedule 2, or within 1000 metres if the merchant or other private vessel, or barge, hulk, raft or other floating structure is carrying a bulk cargo of hydro-carbon liquids, hazardous liquid chemicals or liquefied gases or is in ballast but not gas-freed after carrying a previous such cargo.

*Anchoring Within the Port*

22.— (1) No vessel over 25 metres in length shall anchor within the Dockyard Port north of the line joining Penlee Point to the Shagstone without the prior permission of the Queen's Harbour Master at the Longroom Port Control Station.

(2) If in an emergency a vessel is obliged to anchor otherwise than in accordance with this Regulation, the Master of such vessel shall as soon as practicable thereafter inform the Queen's Harbour Master.

*Navigational Marks*

23. No person shall trespass on, damage or without authority interfere with any light, beacon, sea-mark, tideboard, tidegauge, or buoy of any description in the Dockyard Port.

*Dredging for Lost Objects*

24. Save with the permission of the Queen's Harbour Master, and under and in accordance with any conditions attached thereto, no person shall dredge in the Dockyard Port with drags, hooks, nets or other apparatus for property dropped or thrown therein.

## PART II

## REGULATIONS NORMALLY APPLICABLE TO VESSELS OVER 25 METRES

*General*

25. Regulations 25—35 shall apply only to vessels over 25 metres in length provided that the Queen's Harbour Master may by notice published as a general or local Notice to Mariners extend the provisions therein where applicable to cover all shipping traffic when necessary for operational requirements connected with national defence.

*Time of Arrival of Inward Bound Vessels*

26. The Master (or Agent) of every vessel shall so far as practicable:

- (a) at least 24 hours prior to arrival or on leaving the last port whichever is the later advise the Queen's Harbour Master at Longroom Port Control Station of his estimated time of arrival at the line joining Penlee Point to the Shagstone and subsequently when within VHF range, but not later than when in the vicinity of the line joining Penlee Point to the Shagstone confirm this time advising of his intention to navigate within the Dockyard Port;
- (b) within half an hour after the vessel has completed mooring, or come to anchor, inform the Queen's Harbour Master at Longroom Port Control Station of the fact.

*Time of Departure of Outward or Shifting Vessels*

27.— (1) The Master (or Agent) of every vessel which is berthed or anchored within the Dockyard Port and proposes to navigate within the Dockyard Port for the purpose of either leaving the Port or shifting berths within the Port shall so far as is practicable:

- (a) give notice of not less than 60 minutes of the time at which the vessel proposes to start navigating within the port to the Queen's Harbour Master at Longroom Port Control Station;
- (b) within 10 minutes before the vessel proposes to start navigating within the Dockyard Port, advise the Queen's Harbour Master at Longroom Port Control Station that the vessel proposes to start so to navigate;
- (c) inform the Queen's Harbour Master at Longroom Port Control Station on completion of the movements or when passing the Breakwater outbound.

(2) In the event of it proving impractical to give the notice required in subparagraph (1)(a) or (b) of this Regulation before the vessel is obliged to commence navigating within the Dockyard Port, then the Master shall as soon as practicable advise the Queen's Harbour Master at Longroom Port Control Station of the vessel's intentions.

*Tows Inwards or Outwards*

28. The Master of every vessel engaged in towing another vessel, other than a tug when employed in assisting the berthing of a powered vessel, shall give

notice of not less than 60 minutes to the Queen's Harbour Master at Longroom Port Control Station of the time at which the vessel proposes to commence towing within the port and should give notice also of the details of the tow, for example, whether the tow involves a dead ship, abnormal tow, partially disabled ship, is unstable or has an excessive list or trim, is leaking bunkers or oil, chemical or gas cargo or has any other defect which may cause the tow to be a hazard within the port.

*Vessels with Mechanical, Equipment or Structural Defects*

**29.**— (1) No vessel shall be navigated within the Dockyard Port except with the permission of the Queen's Harbour Master and in accordance with any conditions attached thereto if the vessel has any of the following defects:

- (a) is unseaworthy in any respect;
- (b) defects to main engines, steering gear or other auxiliary machinery which may affect the manoeuvring of the vessel;
- (c) inoperable equipment such as compass, whistle or siren, or rudder indicator;
- (d) inoperable capstans, winches, mooring winches, or anchors that are not cleared and ready for use;
- (e) a list of over five degrees or is excessively out of trim;
- (f) leaking oil, chemical or gas cargoes, or any hull or machinery damage which may affect the safety of the vessel or the containment or safety of the cargo or bunkers.

(2) The Master of every vessel shall make a declaration to the Queen's Harbour Master at Longroom Port Control Station that his vessel does not have any of the defects specified in sub-paragraphs (1)(a) to (f) of this Regulation at the same time as he advises or is required by Regulations 26 to 28 to advise the Queen's Harbour Master of his intention to navigate within the Port.

*Vessels Carrying Hazardous Cargoes*

**30.**— (1) The Master of every vessel which proposes to navigate within the Dockyard Port and which is carrying:

- (a) Explosives of Class 1 (as defined in the Classification and Labelling of Explosives Regulations 1983) other than:
  - (i) explosives assigned to Hazard Division 1.4 and Compatibility Group S in the Health and Safety Executive's list of authorised explosives or the Health and Safety Executive's list of classifications of explosives, and/or
  - (ii) distress signals assigned either to Hazard Division 1.2 or to Hazard Division 1.4 in either of the said Health and Safety Executive lists, and/or
  - (iii) fireworks assigned to Hazard Division 1.4 (Fireworks Type D) in either of the said Health and Safety Executive lists.
- (b) any liquefied gas in bulk listed in Chapter (XIX) of International Maritime Organisation's Code for existing ships carrying liquefied gases in bulk, or Chapter (XIX) of the International Maritime

Organisation's Code for the construction and equipment of ships carrying liquefied gases in bulk.

- (c) any hazardous liquid chemical cargo in bulk listed in Chapter (VI) of the International Maritime Organisation's Code for the construction and equipment of ships carrying dangerous chemicals in bulk.
- (d) Any hazardous liquid chemical cargo in bulk (Classes 3, 4, 5, 6, 8 or 9 of the said Codes).
- (e) Radio Active Substances (Class 7 of the said Codes) which are notifiable to the Competent Authority under the International Energy Transport Regulations,

shall

- (i) give notice to the Queen's Harbour Master at Longroom Port Control Station, not less than 48 hours in advance, or within one hour before expected time of departure from the last port of call, whichever is the later, of his intention to navigate within the Dockyard Port and of the nature of the cargo, or if the vessel is in ballast but not gas-freed after a previous cargo, the nature of that cargo, in accordance with the Merchant Shipping (Tankers) (EEC Requirements) Regulations 1981(a) or by any other enactments replacing same;
- (ii) on giving notice of shifting berth or leaving the Port confirm the nature of the cargo carried;
- (iii) in the case of a vessel to which any of the said International Maritime Organisation's Codes apply and which is in possession of a valid Certificate of Fitness to carry such hazardous cargo, inform the Queen's Harbour Master at Longroom Port Control Station of the fact when indicating his intention to navigate within the Dockyard Port in accordance with sub-paragraph (i) above.

(2) No vessel to which any of the said International Maritime Organisation's Codes apply, but which is not in possession of a valid Certificate of Fitness to carry such hazardous cargo, shall navigate within the Dockyard Port except with the prior permission of the Queen's Harbour Master.

(3) The Master of any vessel specified in sub paragraphs (a) to (e) of paragraph (1) of this Regulation shall report by radio to the Queen's Harbour Master at the Longroom Port Control Station on passing each and any of the following reporting points whether inward or outward bound:

- (a) the line joining Penlee Point to the Shagstone;
- (b) the Breakwater;
- (c) the line joining Dunstone Rock to Melampus Buoy;
- (d) the berth.

*Carriage of Very High Frequency Radiotelephony Equipment*

31.— (1) All vessels wishing to navigate within the Dockyard Port are required to carry fixed or portable Very High Frequency radiotelephony equipment, which shall comply with the current performance specification for

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(a) S.I. 1981/1077.

phase-modulated and frequency-modulated VHF radio equipment for use in Merchant Ships in accordance with a licence granted by the Secretary of State for the Home Department under the Wireless Telegraphy Act 1949(a) (as modified by the Post Office Act 1969(b)), or in the case of foreign ships with the standard from time to time approved by the Government of the country in which the ship is registered.

(2) Every vessel shall when practicable maintain a listening watch on the frequency of 156.8 Megahertz (Channel 16) on the bridge when it is within the Dockyard Port and under way or at anchor.

(3) Vessels not carrying Very High Frequency radiotelephony equipment in accordance with paragraph (1) of this Regulation shall not navigate in the Dockyard Port except with the permission of the Queen's Harbour Master.

*Vessels Grounded, on Fire or which have been in Collision within the Dockyard Port*

32. The Master of any vessel which has grounded, is on fire or has been in collision within the Dockyard Port shall give immediate notice to the Queen's Harbour Master at Longroom Port Control Station of the position of the vessel, known damage, confirmation of cargo or any other information required by the Queen's Harbour Master and shall not navigate the vessel other than for the safety of the vessel except with the prior permission of the Queen's Harbour Master and in accordance with his directions.

*Vessels which have been Grounded, had a Fire, been in Collision or Sustained Heavy Weather Damage Outside the Dockyard Port*

33. The Master of every vessel which has been grounded, had a fire, been in collision or sustained heavy weather damage outside the Dockyard Port and intending to navigate within the Dockyard Port is required to give notice to the Queen's Harbour Master on the condition of his vessel and/or cargo. Such notice is to be given at least 24 hours prior to the vessel's arrival at the line joining Penlee Point to the Shagstone or as soon as possible after the incident whichever is later and the vessel shall only navigate within the Dockyard Port with the prior permission of and in accordance with the direction of the Queen's Harbour Master.

*Use of Automatic Pilot Steering Devices*

34. The Master of every vessel when navigating within the Dockyard Port shall ensure that in the event of use being made of an automatic pilot steering device a competent helmsman other than the Master or a pilot is in attendance at a steering position to steer the vessel manually immediately circumstances so require.

*Vessels Wishing to Adjust Compasses Within the Dockyard Port*

35. The Master of every vessel shall whenever possible give at least 24 hours prior notice of the intent to adjust the compass of the vessel and to confirm the intention to adjust compasses immediately prior to commencing to do so.

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(a) 1949 c.54.  
(b) 1969 c.48.

## SCHEDULE 2

## RULES

*Collision Regulations*

1. All vessels when within the limits of the Dockyard Port shall, except as is otherwise provided in Rules 3, 4(5) and 8 (2) of this Schedule, carry such lights, flags or shapes as are prescribed by the Collision Regulations and all vessels shall observe the steering and sailing rules set forth in such Regulations except in so far as they are inconsistent with the Rules hereinafter contained.

*Narrow Channels*

2. For the purposes of the Collision Regulations and Rule 10 of this Schedule all the navigable water of the Dockyard Port north of Latitude 50° 20' North, (that is to say the line passing through the Breakwater in an east-west direction) shall be deemed to be a 'narrow channel'.

*Anchor and Other Lights and Signals (Exemptions, etc)*

3.— (1) Deck and cargo working lights shall only be used in such a way as to avoid interfering with anchor lights, the safe navigation of other vessels, and the visual lookout from the Port Control Stations.

(2) Unmanned vessels and vessels with only shipkeepers onboard secured to moorings out of the fairway may be exempted by the Queen's Harbour Master from the necessity of carrying anchor lights.

(3) Vessels carrying cargoes of explosives, hydro-carbon or hazardous liquid chemicals shall display the following lights or signals when anchored, moored, or secured alongside within the limits of the Dockyard Port:

- (a) Lights between sunset and sunrise.
- (b) A red all round light visible 3 miles situated at least 2 metres above the superstructure.
- (c) Signal between sunrise and sunset.
- (d) A red swallow-tailed flag (International Flag Bravo) at the Masthead.

4.— (1) The Queen's Harbour Master may on any occasion when it is necessary either to ensure a clear passage for one or more of Her Majesty's ships or other vessels in the charge of her Majesty's Officers or, to facilitate the passage of any vessel or vessels constrained by draught within the limits of the Dockyard Port, or for any other purpose, direct the signals specified in this Rule be displayed and all other vessels within the areas specified in paragraph (2) shall, so long as such signal is displayed, observe the restrictions appropriate to that signal as specified below.

(2) The areas referred to in paragraph (1) of this Regulation shall be:

- (a) that bounded on the north by latitude 50° 22' North at the northern end of the main channel in the Hamoaze and on the south by Latitude 50° 21' North and on the east by Laira Bridge but not including the waters of Sutton Harbour, Millbay Docks or Stonehouse Pool;

- (b) those waters contained within imaginary lines 125 metres either side of the recommended track for deep draught vessels, as shown on current Admiralty Charts, from the seaward limit of the Dockyard Port via the Western Entrance to latitude 50° 21' North.

(3) Traffic signals shall be displayed at the Longroom Port Control Station on Eastern King, at the Flagstaff Signal Station in Devonport North Dockyard and on the Flagstaff at Royal Air Force Mount Batten and at Turnchapel. Traffic signals displayed at Longroom Port Control Station shall govern the movements of vessels in the Sound to seaward of a line joining Devil's Point to Wilderness Point. Traffic signals displayed at Flagstaff Signal Station shall govern the movements of vessels in the Hamoaze as far south as the line joining Devil's Point to Wilderness Point. Traffic signals displayed on the Flagstaff at Royal Air Force Mount Batten and at Turnchapel shall govern the movements of vessels in the Cattewater between a line joining the Western end of Mount Batten Breakwater, to Mallard Shoal Beacon and the Hoe Beacon, eastward to Laira Bridge.

- (4) The traffic signals shall have the following meanings:

(a) Red rectangular flag with white diagonal bar (by day) or one red light over two green lights disposed vertically (by night).	No movement is to take place in the main channel, unless prior permission has been obtained from Longroom Port Control Station for a vessel proceeding to or from Millbay or the Cobbler Channel to cross the main channel.
(b) Red rectangular flag with white diagonal bar modified by a black ball inferior (by day), or a white light over a green light (by night).	Outgoing traffic (only) may proceed in the main channel.
(c) Red rectangular flag with white diagonal bar modified by a black ball superior (by day), or a green light over a white light (by night).	Incoming traffic (only) may proceed in the main channel.
(d) International Code Pennant superior to Pennant Nine (by day only).	Vessels may proceed in either direction but shall give a wide berth to the vessel or vessels displaying the signal specified in (5) of this Rule or carrying out the manoeuvre specified in Rule 7.

(5) The vessel or vessels which is or are to be given a clear passage, or the tug or tugs in attendance on such vessel or vessels, shall display the International Code Pennant superior to Pennant Zero by day (no signal being displayed by night) while under way in the area.

(6) When any traffic signal or lights specified by paragraph (4) of this Rule are displayed, no vessel shall enter any channel governed by the signal and any vessel already in the channel so governed shall clear the main channel with despatch.

(7) When the signal or lights specified in (4)(b) or (4)(c) of this Rule are displayed, no vessel shall enter the main channel so governed except in the direction indicated by the signal or lights, and vessels already in the said channel and proceeding in a contrary direction shall clear the said channel with despatch; provided that vessels of less than 20 metres in length may proceed in the contrary direction, so long as they do not impede the said channel and navigate with caution.

5. When within the limits of the Dockyard Port the signals, lights and shapes prescribed in the Collision Regulations for a vessel not under command or restricted in her ability to manoeuvre are exhibited:

(a) by any of Her Majesty's vessels, by any vessel in the charge of Her Majesty's Officers or any other deep draught vessel, or

(b) by any tug or tugs attending such vessels;

then all other vessels under way shall keep clear of such vessel, tug or tugs, provided always that nothing in this Rule shall relieve the restricted vessel or any attendant tug of the duty to navigate with care and at safe speed.

6. When, as a result of fog, mist, falling snow, heavy rainstorms, dust, smoke or any similar causes visibility is less than 500 metres the Queen's Harbour Master may suspend all traffic and control individual movements from Longroom Port Control Station until such time as good visibility is restored.

*Vessels Entering or Leaving Her Majesty's Naval Base*

7. When any of Her Majesty's vessels in the charge of Her Majesty's Officers is turning at, entering or leaving Her Majesty's Naval Base at Devonport, every other vessel of whatever size under way in the vicinity of the said Dockyard shall then keep clear of that ship or vessel and of tugs which may be in attendance upon her.

*Harbour Ferries*

8.— (1) Any harbour ferry vessel or floating bridge plying in the Dockyard Port shall give way to other vessels. Yachts and other recreational vessels shall be handled in such a way that interference with the timely operation of floating bridges on fixed tracks is reduced to the minimum.

(2) Floating bridges which are confined to a fixed track shall, instead of the lights directed to be carried by the Collision Regulations carry four lights, one at each corner, showing white ahead and astern in the direction of the ferry track and red on the beam or athwart the ferry track, each light to be visible for at least two nautical miles. In addition such floating bridges shall show by night a white light visible for at least two nautical miles, and by day a red flag, at the masthead at the leading end in the direction of progress. Should such floating bridges be not in service, the said red flag shall be hauled down or the white light extinguished. During fog, mist, snow or rain when visibility is less than 300 metres, the floating bridges shall sound a bell continuously while crossing the Hamoaze.



*Speed Limits in Certain Areas*

9. — (1) No vessel shall exceed a speed of 10 knots through the water North of 50° 20' North (the Latitude of the Breakwater) or any waters of the Dockyard Port within 400 metres of the shore, save:

- (a) for the purposes and subject to the conditions specified in a licence in writing signed by the Queen's Harbour Master;
- (b) that craft under 15 metres in length overall may exceed the speed limit in the following areas:
  - (i) Such waters of the Dockyard Port that are outside 400 metres from the low water mark and lie to the south and east of a line from the south-eastern extremity of the fort at Picklecombe Point to the West Mallard Buoy thence to the western extremity of the Royal Plymouth Corinthian Yacht Club thence along the high water mark to Fishers Nose, and to the west of a line from Fishers Nose to the western end of Mount Batten Breakwater.
  - (ii) Such other areas of the Dockyard Port of Plymouth as the Queen's Harbour Master shall from time to time determine and promulgate in local notices to mariners.

(2) No vessel shall exceed a speed of 8 knots through the water, within the waters of the Dockyard Port to the east of a line drawn from Fishers Nose to the western end of Mount Batten Breakwater, save for the purposes and subject to the conditions specified in a licence in writing signed by the Queen's Harbour Master.

(3) No vessel shall exceed a speed of 8 knots through the water in the following bathing areas which are marked by yellow special recreational marks:

Cawsand Bay, Firestone Bay, Tinside East and Bovisand Bay.

*Vessels Passing Within the Narrow Channels of the Dockyard Port*

10. Subject to the requirement to comply with Rule 4 which shall be overriding, when two power-driven vessels proceeding in opposite directions are about to meet one another in any narrow channel of the Dockyard Port, the power-driven vessel navigating against the tidal stream shall give priority of passage through such narrow channel to the vessel navigating with the tidal stream by easing her engines and waiting until the vessel navigating with the tidal stream shall have passed clear.

*Vessel Turning Round*

11. When, within the limits of the Dockyard Port, a power-driven vessel under way (including a tug with a tow) is about to turn round by night or by day, she shall signify her intention by sounding five short blasts of the whistle in rapid succession, followed after a short interval, if turning with her head to starboard, by one short blast, and if with her head to port, by two short blasts, and whilst turning shall repeat such signal to any approaching vessel. These sound signals are only to be used by vessels in sight of one another.

*Special Sound Signals for Vessels leaving Millbay Docks*

12. All vessels over 60 metres in length, shall when leaving the Outer basin of

Millbay Docks and prior to entering the main channel, sound one prolonged blast, in order to warn other traffic of their movement in accordance with Rule 34(e) of the Collision Regulations.

*Marking of Wrecks and Submerged Obstructions*

13. Should a vessel sink, be stranded, or become a wreck in any part of the Dockyard Port so that an obstruction is caused, or is likely to be caused, the Master or owner of such vessel shall immediately notify the Queen's Harbour Master.

*Diving Signals*

14.— (1) Whenever the size or construction of a craft or vessel engaged in diving operations makes it impracticable to exhibit the shapes prescribed in paragraph (d) of Rule 27 of the collision regulations, a rigid replica of the International Code flag "A" not less than 600 millimetres in height shall be exhibited and measures taken to ensure all-round visibility.

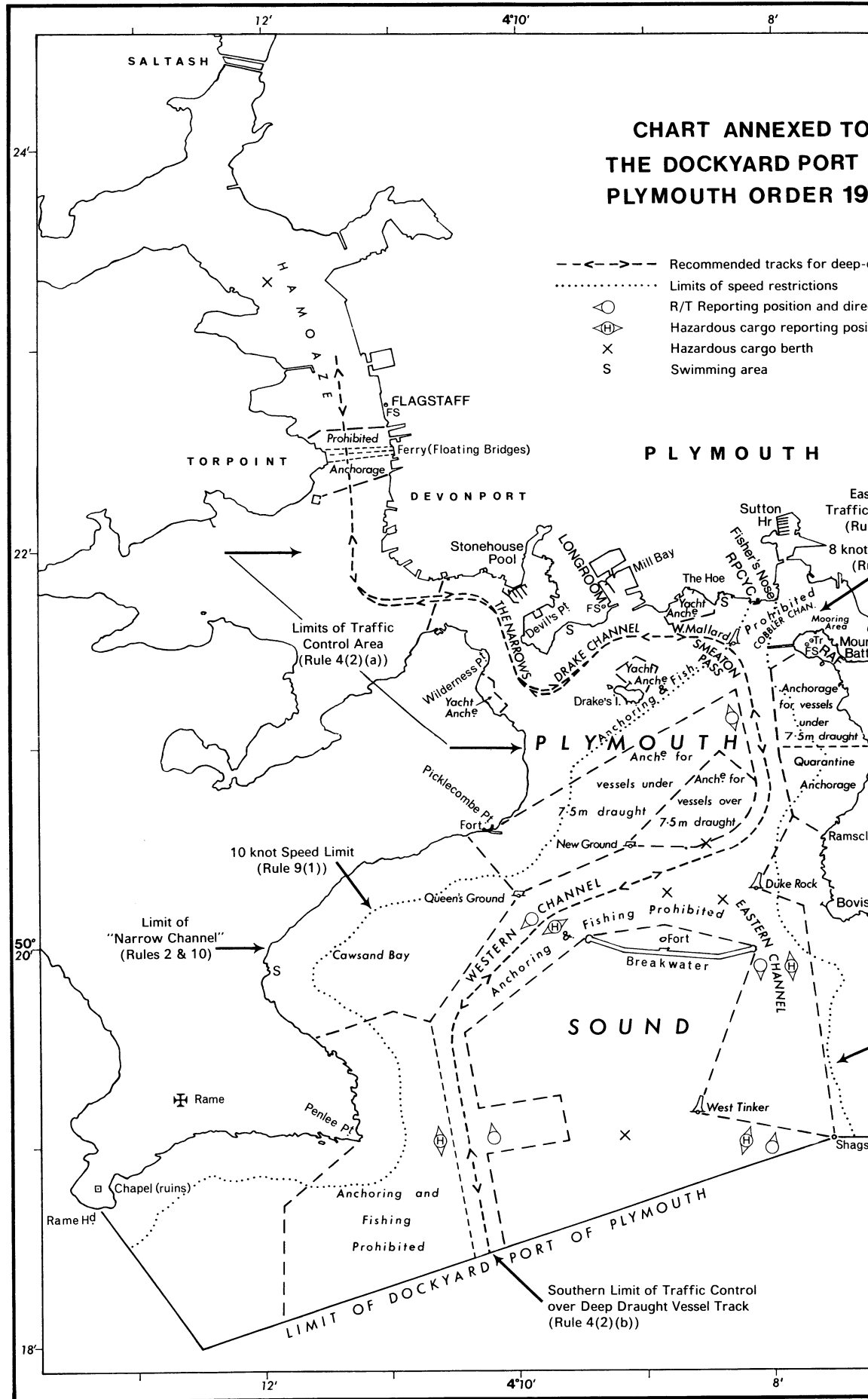
(2) Free swimming divers are to be marked by short-scope orange marker buoys surmounted by a small rigid replica of flag "A" not less than 200 millimetres high.

(3) Divers tethered to the parent craft are not required to be marked separately.

(4) By night, diving craft unable to exhibit lights prescribed by Rule 27(d) shall illuminate the rigid replica of flag "A" on the approach of other craft. The marker buoys of free swimming divers are to be lit with a white or yellow electric or chemical light.

# CHART ANNEXED TO THE DOCKYARD PORT PLYMOUTH ORDER 19

- <--->--- Recommended tracks for deep-
- ..... Limits of speed restrictions
- R/T Reporting position and dire
- ⊕ Hazardous cargo reporting posi
- X Hazardous cargo berth
- S Swimming area



**EXPLANATORY NOTE**

*(This Note is not part of the Order.)*

1. This Order is made under the Dockyard Ports Regulation Act 1865, which provides for the defining of the limits of a dockyard port, the appointment of a Queen's Harbour Master for the port, the making of regulations to govern the mooring or anchoring of vessels and the making of rules concerning the lights of signals to be carried or used and the steps for avoiding collision by vessels navigating the waters of the port.

2. The Order supersedes the Dockyard Port of Plymouth Order 1975. Apart from minor amendments to clarify the interpretation and traffic control regulations the Order makes additional provision for:

- (a) the safe passage of vessels within the port;
- (b) notification to the Queen's Harbour Master of the expected times of arrival and departure of vessels and their state of seaworthiness;
- (c) arrangements for vessels carrying hazardous cargoes;
- (d) carriage of VHF radio equipment.

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