

## SCHEDULE 1

### PART II

#### REGULATIONS NORMALLY APPLICABLE TO VESSELS OVER 25 METRES

##### **General**

**29.** Regulations 29 to 39 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 safety within the Dockyard Port or operational requirements connected with national defence.

##### **Notification of arrival of inward bound vessels**

**30.**—(1) The master of every vessel shall so far as practicable, at least 24 hours prior to arrival or on leaving the last port, whichever is the later, advise the Queen's Harbour Master of his estimated time of arrival at the line joining Penlee Point to the Shag Stone.

(2) The master of every vessel shall report by radio to the Queen's Harbour Master on passing each and either of the following reporting points—

- (a) the line joining Penlee Point to the Shag Stone;
- (b) Plymouth Breakwater.

(3) The master of every vessel shall, within 30 minutes after the vessel has completed mooring, or come to anchor, inform the Queen's Harbour Master of that fact.

##### **Notification of departure of outward bound or shifting vessels**

**31.**—(1) The master 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 Dockyard Port or shifting berths within the Dockyard Port shall—

- (a) so far as is practicable give prior notice to the Queen's Harbour Master of his intention—
  - (i) not less than 60 minutes before he proposes to begin the navigation, and again
  - (ii) within 10 minutes of the time when he proposes to begin the navigation, and
- (b) inform the Queen's Harbour Master on completion of the navigation or when passing Plymouth Breakwater outbound.

(2) In the event of it proving impractical to give the notice required in sub-paragraph (1)(a) above, the master or agent shall as soon as practicable advise the Queen's Harbour Master of the proposed navigation.

(3) The master shall notify the Queen's Harbour Master as soon as is practicable of any change to any notice given under sub-paragraph (1)(a) above.

##### **Anchoring within the Dockyard Port**

**32.** No vessel over 25 metres in length shall anchor within the Dockyard Port north of the line joining Penlee Point to the Shag Stone without the prior permission of the Queen's Harbour Master.

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### **Tows inwards or outwards**

**33.**—(1) Without prejudice to Regulation 30(1), the master of every vessel, other than a tug when employed in assisting the berthing of a powered vessel, towing another vessel within the Dockyard port, shall give prior notice to the Queen’s Harbour Master not less than 60 minutes prior to commencement of the tow.

(2) Where notice is given pursuant to paragraph (1) the notice shall be accompanied by any of the following details:

- (a) 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;
- (b) any other defect which may cause the tow to be a hazard within the Dockyard Port.

### **Vessels with mechanical, equipment or structural defects**

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

- (a) defects to main engines, steering gear or other auxiliary machinery which may affect the manoeuvring of the vessel;
- (b) inoperable equipment which may affect the safe navigation of the vessel including but without limitation to Very High Frequency radiotelephony equipment, radar, compass, whistle or siren, or rudder indicator;
- (c) inoperable capstans, winches, mooring winches, or anchors that are not cleared and ready for use;
- (d) a list of over five degrees or is excessively out of trim;
- (e) any cargo, or any hull or machinery damage which may affect the safety of the vessel or the containment or safety of the cargo or bunkers;
- (f) it is unseaworthy in any respect.

(2) The master of every vessel shall make a declaration to the Queen’s Harbour Master that his vessel does not have any of the defects specified in paragraph (1) above at the same time as he advises or is required by Regulations 30 to 32 to advise the Queen’s Harbour Master of his intention to navigate within the Dockyard Port.

### **Vessels carrying hazardous, dangerous, noxious or polluting substances as cargo**

**35.**—(1) This Regulation applies to any vessel which is carrying:

- (a) Any articles or substances falling within Class 1 in the IMDG Code other than:
  - (i) explosives assigned to Hazard Division 1.4 and Compatibility Group S as defined by the IMDG Code;
  - (ii) distress signals assigned either to Hazard Division 1.2, 1.3 or 1.4 as defined by the IMDG Code;
  - (iii) fireworks assigned to Hazard Division 1.4 (Fireworks Type D) as defined by the IMDG Code;
- (b) any liquefied gas in bulk listed in the International Gas Carrier Code for Existing Ships or in the International Gas Carrier Code for new ships;
- (c) any hazardous liquid chemical cargo in bulk listed in IBC Code;
- (d) any hazardous liquid chemical cargo in packages (Classes 2, 3, 4, 5, 6, 8 or 9 of the Codes referred to in sub paragraphs (b) and (c) above);

(e) Radioactive Substances.

(2) The master of any vessel to which this Regulation applies shall—

(a) give notice to the Queen's Harbour Master, not less than 24 hours in advance, or within one hour before expected time of departure from the last port of call, whichever is the later, of—

(i) his intention to navigate within the Dockyard Port and of the nature of the cargo, and

(ii) 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 (Reporting Requirements for Ships Carrying Dangerous or Polluting Goods) Regulations 1995(1); and

(b) on giving notice under subparagraph (a) above of leaving the Dockyard Port or shifting berth, inform the Queen's Harbour Master of the nature of the vessel, its cargo and that the vessel is in possession of a valid Certificate of Fitness to carry such hazardous cargo or has the prior permission of the Queen's Harbour Master.

(3) No vessel to which this Regulation applies, 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 and in accordance with any conditions attached thereto.

(4) Any vessel to which this Regulation applies shall only anchor in such a position as directed by the Queen's Harbour Master and while at anchor shall remain at immediate notice to get underway.

#### **Carriage of very high frequency radiotelephony equipment**

**36.**—(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 Merchant Shipping (Radio Installation) Regulations 1992(2)

(2) Every vessel shall maintain a listening watch in the wheelhouse on the frequency of 156.8 Megahertz (Channel 16), or any other frequency that the Queen's Harbour Master from time to time may order, when it is within the Dockyard Port.

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

#### **Vessels grounded, on fire or which have been in collision within the Dockyard Port**

**37.** Where any vessel has grounded, is on fire or has been in collision within the Dockyard Port, the master of that vessel shall—

(a) give immediate notice to the Queen's Harbour Master of the position of the vessel, known damage, confirmation of cargo or any other information required by the Queen's Harbour Master; and

(b) 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 damage outside the Dockyard Port**

**38.**—(1) This Regulation shall apply to every vessel which is outside the Dockyard Port and which is intended to be navigated within the Dockyard Port and which has—

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(1) SI 1995/2498.

(2) SI 1992/3.

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- (a) been grounded, had a fire, or been in collision; or
- (b) sustained damage to its structure, equipment or machinery; or
- (c) sustained movement or instability of cargo has led to a list or likelihood of a list.

(2) The master of a vessel to which this Regulation applies shall give notice to the Queen's Harbour Master on the condition of his vessel and of its cargo, such notice to be given at least 24 hours prior to the vessel's estimated time of arrival at the straight line joining Penlee Point to the Shag Stone or as soon as possible after the incident whichever is later.

(3) A vessel to which this Regulation applies shall only navigate within the Dockyard Port with the prior permission of the Queen's Harbour Master.

#### **Use of automatic pilot steering devices**

**39.** 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**

**40.** The master of every vessel shall give the Queen's Harbour Master 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.