

GENERAL DIRECTIONS FOR NAVIGATION 2018

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GENERAL DIRECTIONS FOR NAVIGATION 2018

Stornoway Port Authority, in exercising its powers granted under the Stornoway Harbour Act & Orders 1976 to 2008 (hereafter referred to as “the Acts and Orders”) and having consulted the UK Chamber of Shipping, gives the following General Directions to vessels navigating within the statutory harbour limits of Stornoway Harbour.

PART I - PRELIMINARY

1. TITLE AND COMMENCEMENT

These directions may be cited as the Stornoway Harbour General Directions for Navigation 2018 and shall come into force on 30 Jun 2018.

2. DEFINITIONS AND INTERPRETATION

In these Directions:

- a) “the Acts and Orders” means the Stornoway Harbour Act & Orders 1976 to 2008 as the same may be amended from time to time;
- b) “the Authority” means Stornoway Port Authority as defined by the Acts and Orders;
- c) “AIS” means Automatic Identification System;
- d) “Barge” includes dumb vessels, including but not limited to barges, lighters, collar and mooring barges, crane barges and engineering barges, pontoons, oil storage/processing barges and dredgers, but excludes any power-driven vessels;
- e) “Commercial Vessel” means any vessel that operates for commercial or material gain by carrying cargo or passengers and which is not a Recreational Vessel and includes yachts on bareboat and crewed charters;
- f) “Conning Position” means the place on the bridge or wheelhouse with a commanding view of the vessel and from which the vessel is commanded, manoeuvred and controlled;
- g) “Collision Regulations” means the International Regulations for Preventing Collisions at Sea 1972 as amended as given effect to by Regulations, made under the Merchant Shipping Act 1995 and any amendment thereof;
- h) “Designated Anchorage” means an area designated by the Harbourmaster as an anchorage area and published on charts, port information or in Notices to Mariners;
- i) “A Deck Officer” in relation to a Commercial Vessel means an officer with navigation responsibilities and includes the Master and mate;
- j) “ECDIS” means an Electronic Chart Display and Information System; a geographic information system used for nautical navigation that complies with IMO regulations as an alternative to paper nautical charts.
- k) “fairway” means a regular course or track of shipping within the marked and/or navigable channels within the SHL and its approaches.

- l) “Glumaig Harbour” means the waters in the vicinity of the area marked on Admiralty Chart 2529 as ‘Glumaig Harbour’, bounded by the shoreline to the east, west and south; a line drawn east-west through the green beacon at Sgeir na Pacaid rocks marks the northern boundary.
- m) “Goods” means all articles and merchandise of every description and includes fish, livestock and animals:
- n) “Gross Tonnage” in relation to a vessel means the tonnage calculated in accordance with the international Tonnage Measurement of Ships 1969, or the Merchant Shipping (Tonnage) Regulations 1982, as amended, and where in accordance with those regulations alternative tonnages are assigned to a vessel, the Gross Tonnage of the vessel must, for the purposes of these Directions be taken to be the larger of those tonnages
- o) “the Harbourmaster” means the person appointed by the Authority to be the Harbourmaster pursuant to the Acts and Orders and the Harbours, Docks and Piers Clauses Act 1847 and includes his or her authorised deputies, assistants and any other person authorised by the Authority to act in that capacity;
- p) “the Harbour” means all the waters that lie within the SHL as defined in the Acts and Orders;
- q) “IMO” means the International Maritime Organisation;
- r) “the Inner Harbour” is defined as that part of the harbour lying **north** of a line drawn east-west through the Q.WRG Light on the southernmost extremity of No1 Pier;
- s) “ISM Code” means the International Safety Management Code for the Safe Operation of Ships and for Pollution Prevention as adopted by IMO in Resolution A.741(18) as the same may be amended from time to time;
- t) “Master” when used in relation to any vessel means any person having the command, charge, or management of the vessel for the time being;
- u) “Marine Operations” means the movement, berthing and unberthing of vessels and other activities, such as diving taking place on the water within the SHL and its approaches.
- v) “the Middle Harbour” is defined as the waters lying between a line drawn east-west through the light at Arnish Point at the south and a line drawn east-west through the 2FG light on the northern end of the Goat Island slip;
- w) “Narrow Channel” to which the Collision Regulations Narrow Channel Rule 9 applies, means the waters contained within the white sector of the leading lights, lying to the north of 58°12'.0N as marked on Admiralty chart 2529;
- x) “the Outer Harbour” is defined as that part of the harbour lying **south** of a line drawn east-west through the light at Arnish Point, which includes the approaches to the Statutory Harbour Limit but excludes Glumaig Harbour;

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- y) “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 his 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 and in control of the vessel and when used in relation to a vessel includes any part owner or agent or person having control of the vessel for the time being;
- z) “PEC Holder” means a person holding a valid Pilotage Exemption Certificate (PEC) issued by the Authority;
- aa) “the Piers Harbour” is defined as the waters lying between a line drawn east-west through the 2FG light on the northern end of the Goat Island slip and a line drawn east-west through the Q.WRG Light on the southernmost extremity of No1 Pier;
- bb) “Port Control” means the office of the Harbourmaster through which the statutory powers and duties of the Harbourmaster, as contained in any legislation including the Acts and Orders, is discharged. In practical terms it is the means by which any communications with the Harbourmaster should be channeled.
- cc) “Port Passage Plan” means a systematic and documented navigational plan for all stages of any voyage into, out of or within the Harbour in accordance with the guidelines given at SOLAS Chapter V Annex 25 or any similar flag state administration notice issued pursuant to the associated IMO conventions on Standards of Training, Certification and Watchkeeping for Seafarers (STCW);
- dd) “Quay” means any quay, wharf, jetty, dolphin, landing stage or other structure used for berthing or mooring vessels, and includes any pier, bridge, roadway or footway immediately adjacent and affording access thereto;
- ee) “Recreational Vessel” means all privately-owned vessels that operate for pleasure or recreational purposes only and which do not receive any commercial or financial reward, but excludes chartered yachts;
- ff) “SHL” means Statutory Harbour Limits which is the area within which the Authority shall exercise jurisdiction and within which the powers of the Harbourmaster shall be exercised under the Acts and Orders and which is shown indicatively on Admiralty Chart 2529, marked
- gg) “Special Direction” means a direction given by the Harbourmaster to a vessel anywhere within the SHL under the Act and Orders.
- hh) “Specified Vessel” means every vessel which:
- i. Is more than 20 metres in length overall; and/or
 - ii. Has a gross tonnage of more than 50 tons; and/or
 - iii. Is licensed to carry passengers;

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- ii) “SOLAS” means the International Convention for the Safety of Life at Sea (SOLAS), 1974; the most important of all international treaties concerning the safety of merchant ships;
- jj) “Vessel,” as defined in the Collision Regulations, includes every description of water craft, including non-displacement craft, WIG craft, hovercraft and seaplanes, used or capable of being used as a means of transportation or navigation on water;

PART II – NAVIGATION IN HARBOUR

3. APPLICATION OF COLLISION REGULATIONS

The Collision Regulations shall apply to all vessels within the jurisdiction of the Authority, but subject to the other provisions of these Directions.

4. USE OF VHF RADIO

All commercial vessels must and recreational vessels are advised to monitor VHF Channel 12 at all times while underway within the SHL.

5. SPECIFIED VESSEL MOVEMENTS

- a) The Master of a Specified Vessel shall give at least 24 hours’ notice to Port Control of the vessel’s arrival at and not later than 30 minutes before departure from or movement within, the Harbour.
- b) Before a Specified Vessel arrives at the outer limits of the SHL, the intention to navigate within the Harbour (call sign: ‘Stornoway Harbour’) must be reported to Port Control on VHF Channel 12 and include confirmation that the vessel ‘... *complies with the navigational safety requirements of the Stornoway Port Authority’s General Direction Number 20 ...*’. The Master of a Specified Vessel shall ensure that:
 - (1) the vessel’s charts (or ECDIS) for Stornoway and associated navigational publications are corrected and in date;
 - (2) the Master has prepared an appropriate Port Passage Plan for use during the vessel’s passage within the harbour;
 - (3) the vessel, if required is fully compliant with the ISM Code;
 - (4) if the vessel is not subject to the ISM Code, that the vessel has no deficiencies or defects in respect of its manning, navigational equipment, propulsion or manoeuvring machinery;
 - (5) suitable arrangements are made to provide appropriate mooring assistance to the vessel at its intended berth in the Harbour;
 - (6) the vessel’s International Ship and Port Facility Code security level is reported; and
 - (7) the number or persons onboard is reported.
- c) If navigation has not begun within 10 minutes of the agreed departure time then Port Control is to be informed.

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6. SPEED LIMITS

The Master of a power-driven vessel navigating within the Harbour should navigate at a safe speed as described at Rule 6 of the Collision Regulations, subject to the following restrictions:

- a) Within 100 metres of any quay or moorings within the SHL and outside the Inner Harbour, the Master of a vessel shall not exceed 3 knots through, on or over the water.
- b) Within the Middle Harbour the Master of a vessel shall not exceed 12 knots through, on or over the water.
- c) Within the Piers Harbour the Master of a vessel shall not exceed 5 knots through, on or over the water.
- d) Within the Inner Harbour the Master of a vessel shall not exceed 3 knots through, on or over the water.

This General Direction does not apply to vessels being used for search and rescue, fire brigade, ambulance, police, public or recreational safety where observance of this General Direction would be likely to hinder the safe use of that vessel for that purpose; nevertheless, Masters of such vessels should be fully aware of their responsibility to navigate with care and observe fully the requirements at General Direction 8.

7. SMALL VESSELS NOT TO OBSTRUCT THE NARROW CHANNEL OR FAIRWAY

The Master of a vessel less than 20 metres in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within the Narrow Channel or fairway.

8. VESSELS TO NAVIGATE WITH CARE

The Master shall navigate his vessel with all due care and attention as required by the prevailing conditions, and at a speed and manner so as not to endanger the lives, cause injury to persons, cause damage to property, vessels, moorings, foreshore or other property through excessive wash or draw-off.

9. PERSONS ON THE BRIDGE

- a) There must be at the conning position of any vessel underway in the Harbour, either:
 - (1) in the case of a commercial vessel, a deck officer holding a certificate of competency or equivalent for the vessel, in a fit state to take navigational conduct of the vessel, or
 - (2) in the case of a recreational vessel, the Master or member of the crew in a fit state to take navigational conduct of the vessel.
- b) When a pilot is embarked, the deck officer must be able to understand the pilot's directions.
- c) When a PEC Holder has navigational conduct of a vessel within the Harbour, a deck officer, holding a certificate of competency or equivalent, in a fit state to take navigational conduct of the vessel, must immediately be available to take over the navigation of the vessel in an emergency or as circumstances may require.

10. NOTIFICATION AND INVESTIGATION OF ACCIDENTS

- a) The Master of a vessel shall inform Port Control immediately and as soon as practicable thereafter provide Port Control with full details in writing if his vessel:
 - (1) is involved in a collision with any vessel or contact with property, or was sunk, grounded or become stranded in a Harbour area; or
 - (2) by reason of accident, fire, defect or otherwise is in such a condition as to affect its safe navigation or to endanger other vessels or property; or
 - (3) in any manner causes an obstruction to the fairway.
- b) Where the damage to a vessel is such as to affect or be likely to affect its seaworthiness the Master shall not move the vessel except to clear that channel or to moor or anchor in safety, without the consent of the Harbourmaster to be obtained through Port Control;
- c) Any collisions, contact with property, sinking, grounding, stranding, fire, accident, or other defect may be investigated by the Authority to establish if:
 - (1) there are any lessons to be learned to reduce the likelihood of recurrence;
 - (2) a breach of the Authority's legislation or any directions made under it has occurred.

11. ANCHORING AND WAITING

- a) Except in an emergency or for the purposes of manoeuvring, no vessel is permitted to anchor within the Narrow Channel or fairway.
- b) The Master of every vessel underway in the SHL shall have an anchor ready to let go.

12. REDUCED VISIBILITY

No vessels are to be navigated within the SHL when the visibility at the southern end of No3 Pier is less than 2 cables, unless with consent of the Harbourmaster.

13. NAVIGATION BY PERSONS UNDER THE AGE OF 16

Except for the purposes of an organised event subject to the requirements of General Direction 26 or with the Harbourmaster's consent, a person under the age of 16 years must not be the Master or in command of a power-driven vessel which is capable of exceeding a speed of 8 knots in still water.

14. SMALL, FAST VESSELS

- a) The Master of a vessel underway, which is less than 20 metres in length overall and capable of exceeding a speed of 12 knots through, on or over the water must have an operational, dedicated engine cut-out system or kill cord system installed aboard the vessel.
- b) These requirements do not apply where the vessel is being used for search and rescue, fire brigade, ambulance, law enforcement, public safety, security or police purposes or for purposes of the Harbourmaster, if the observance of this Direction would be likely to hinder the safe use of the vessel for those purposes for which it is being used on that occasion.

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15. WATER-SKIING AND OTHER SIMILAR ACTIVITIES

- a) Water-skiing, kite-surfing, wake-boarding, parasailing or any similar activity are not permitted within:
 - (1) the Inner Harbour
 - (2) the Piers
 - (3) the area defined at General Direction 2.v) as a Narrow Channel, and
 - (4) Glumaig Harbour
- b) Water-skiing, kite-surfing, wake-boarding, parasailing or any similar activity are permitted within the Middle Harbour but are not to impede the passage of vessels using the fairway.
- c) The Master of a vessel towing a person or persons water-skiing, parasailing or undertaking similar towed activity, must ensure that there is on board:
 - (1) for each person being towed, a rescue quito with line or other sufficient hand thrown rescue device;
 - (2) two hand-held distress signals and a fire extinguisher; and
 - (3) at least one other person able to take charge of the vessel and to give such assistance as may reasonably be required during the towing.

16. USE OF PERSONAL WATER CRAFT (PWC) OR JET-SKIS

For the purpose of these General Directions, a PWC or jet-ski in the SHL is in use when it is planing or proceeding at a speed of more than 8 knots or both; and, is subject to the Collision Regulations.

- a) A person using a personal water craft must not enter the Narrow Channel or fairway except where crossing in accordance with Rule 9 of the International Collision Regulations.
- b) A personal water craft must not be used within 200 metres of a quay, jetty, pier, berth, terminal, public beach, bathing place or residential property.

PART III – GENERAL

17. NAVIGATING WHILE UNDER THE INFLUENCE OF ALCOHOL OR DRUGS

No person shall navigate or be responsible for navigating a vessel within the SHL if their ability safely to do so is impaired because of drink or drugs. The Harbourmaster may prohibit such person from navigating a vessel within the SHL.

18. MACHINERY AND EQUIPMENT CONDITION AND READINESS TO NAVIGATE

- a) Where the condition of the vessel structure, main propulsion or auxiliary machinery or equipment impacts on the safe navigation of a vessel, that vessel is not to be navigated within the SHL without the consent of and in accordance with any special directions by the Harbourmaster.
- b) The Master of a vessel from which oil or other dangerous or flammable substance is escaping, or is likely to escape, shall give immediate notice of that fact to Port Control; such a vessel outside the Harbour shall not enter the Harbour without the consent of and in accordance with any special directions by the Harbourmaster.

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19. NAVIGATIONAL RISK ASSESSMENT

- a) Any vessels, which fall outside the scope of the Authority's navigational safety management system, and which intend to navigate in the SHL whose operation, in the opinion of the Harbourmaster, causes or is likely to cause a risk to navigational safety or to the safety of marine operations must, if required by the Harbourmaster, submit to a formal risk assessment before consent is given by the Harbourmaster to it entering or operating in any part of the SHL.
- b) Any new operation must not begin or existing service, be expanded or changed in any way by such vessel without first notifying and subsequently obtaining the consent of the Harbourmaster.
- c) When a vessel is required to submit to such a formal risk assessment, the Harbourmaster must be provided with any information he may require in respect of, but not limited to; the vessel, the nature of its intended operation, its equipment, general condition, certification, organisational and ship management systems and crew competency, so that a full assessment of the risks associated with the navigation or operation of the vessel and any appropriate mitigation of such risks can be made.

20. PORT PASSAGE PLANS

Before navigating within the SHL, Specified Vessels must prepare a Port Passage Plan for use during the vessel's passage in the port.

- a) On Specified Vessels provided with an authorised pilot, the embarking pilot, upon arrival on board and following any action to establish the navigational safety of the ship, will advise the vessel's Master of the details of the pilot's Port Passage Plan. He will also advise the Master of any changes made necessary to the vessel's Port Passage Plan by local circumstances. Before proceeding with the passage, the Master and the pilot must agree the Port Passage Plan for the voyage in the SHL.
- b) On Specified Vessels not embarking an authorised pilot, but navigating or intending to navigate within the SHL, (including those vessels declaring a valid PEC holder as navigating the vessel for the passage), the Master or PEC holder must, if required, provide the Harbourmaster with relevant details of the Port Passage Plan, drawn from the following sources:
 - SOLAS Chapter V, Safety of Navigation, Annex 25 – Guidelines for Voyage Planning (IMO resolution A.893 (2))
 - Relevant Admiralty Charts
 - UK Admiralty Sailing Directions
 - Appropriate Guides to Port Entry
 - UK Admiralty List of Radio Signals, Volume 6
 - The Authority's General Directions and Pilotage Directions
 - Tidal information and local constraints
 - The Authority's current Notices to Mariners
 - The Authority's Craft Towage Requirements

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21. VESSELS TO BE NAMES

The Master of every vessel must ensure that the vessel has its name or other identification letters or numbers conspicuously marked on it, unless that vessel is less than 7 metres in length and compliance with the foregoing requirements is impracticable.

22. USE OF PROPULSIVE MACHINERY WHILE VESSEL IS MOORED OR BERTHED

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 consent from Port Control.

23. VESSELS ARE NOT TO BE IMMOBILISED

- a) Except where his vessel is aground, the Master of any vessel, other than a vessel less than 20 metres in length, shall not immobilise his vessel or load it or take on ballast so that it is incapable of movement unless he has obtained consent from Port Control.
- b) Where a vessel, other than a vessel less than 20 metres in length, is, for whatever reason at any time incapable of being safely moved by means of its own propulsion the Master shall immediately inform Port Control and give any further information that Port Control may reasonably require.

24. DIVING OPERATIONS

A person must not undertake any diving operations within the SHL without first obtaining consent and an authorised written permit from the Harbourmaster. The Harbourmaster shall be informed formally by telephone or VHF before any diving operations begin and when they are completed.

25. SEAPLANES AND FLYING BOATS

Seaplanes and flying boats are not permitted to land on or take off from the waters within the SHL without first obtaining consent from and subject to any special directions by the Harbourmaster.

26. BOAT RACES, REGATTAS AND OTHER EVENTS ON THE WATER

- a) A person must not organise, promote, or carry out any boat race, regatta, stunt, procession, exhibition, firework display or other event within the waters of the SHL without consent from the Harbourmaster.
- b) Any person who intends to organise, promote or carry out any boat race, regatta, stunt, procession, exhibition, firework display or other event within the waters of the SHL, must consult with the Harbourmaster on the navigational and safety issues arising from the proposed event, giving the Harbourmaster at least 4 weeks written notice. The Harbourmaster may require a comprehensive risk assessment from such a person.
- c) Any person who proposes to organise, promote or carry out any boat race, regatta, stunt, procession, exhibition, firework display or other or other event within the waters of the SHL,

must provide to the Harbourmaster the written findings of any comprehensive risk assessment required as a result of such consultation under General Direction 27.b) in respect of the event in question. The risk assessment must identify the relevant hazards and any suitable procedures, precautions and other risk control measures to be implemented to ensure any risk to persons or navigational safety or both is mitigated and maintained as low as reasonably practicable.

- d) Provided they comply with the minimum timescale set out at General Direction 27.b), local sailing, rowing and other marine activity clubs may submit event information (“a general club events and activities programme”) to the Harbourmaster in advance on a 6-monthly or annual basis. Such information should include a programme of planned events and proposed regular club activities, such as informal races or training. Both planned events and regular club activities are to be supported by an appropriate generic risk assessment. Subject to the generic risk assessment meeting the requirements in this General Direction, the Harbourmaster may approve club events and activities programmes in advance, for the period in question.
- e) Any unscheduled event or activity which has not been submitted and approved under a general club events and activities programme should be discussed with the Harbourmaster in accordance with this General Direction. If the Harbourmaster decides that they fall outside the scope of the club’s generic risk assessment, they may be subject to the above comprehensive risk assessment requirements.

27. PENALTIES FOR FAILURE TO COMPLY WITH GENERAL DIRECTIONS

The Master of a vessel or any other person having or taking the command charge or management of a vessel for the time being who fails to comply with any of these directions or any special directions given by the Harbourmaster shall be guilty of an offence and be liable, on summary conviction, to a fine not exceeding the level prescribed in section 18 of the Acts and Orders and any amendment thereof.

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