



## SAFETY MANAGEMENT PLAN (MARINE)

### Annex K

# GENERAL DIRECTIONS



**November 2018**

# Version History

<b>Version</b>	<b>Reason for Change</b>		<b>Date</b>
I.0	Original Document		1 April 2017
I.1	Review and amendments to formatting		20 November 2018

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# General Directions to Shipping

Gloucester Harbour Trustees in exercise of the powers conferred by articles 10 and 11 of The Gloucester Harbour Revision Order 1994 (S.I. 1994 No. 3162) hereby give the following General Directions.

These will come into force on 1 April 2017 and supersede all previous General Directions.

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

## 1 HARBOUR LIMITS

The limits of the Gloucester Harbour are prescribed under article 11 of The Gloucester Harbour Revision (Constitution) Order 2002 (S.I. 2002 No. 3268). (A map showing the inward and outward boundaries is shown in Schedule 1.)

The Harbour limits embrace those parts of the estuary of the River Severn above Goldcliff on the Welsh shore and Severn Beach on the English shore; the River Severn to Llanthony and Maisemore weirs at Gloucester, and the River Wye downstream of Bigsweir Bridge.

## 2 TRAFFIC REGULATIONS

To ensure the safety of all vessels, the main navigation channel below Sharpness Point at  $51^{\circ} 43'.55N$   $2^{\circ} 29'.20W$  must be recognised as a narrow channel in the context of the Merchant Shipping (Distress Signals and Prevention of Collisions) Regulations 1996 (S.I. 1996 No. 75) (M.1642). The attention of all masters is drawn to the provision of rule 9 of these regulations. (A copy of the relevant rule is set out in Schedule 2.) Masters of small vessels are reminded that the narrow confines of the navigation channel below Sharpness Point and the severe tidal regime impose considerable restrictions on the navigation of larger, less manoeuvrable, vessels and their ability to take avoiding action may consequently be severely restricted at times.

Vessel traffic monitoring schemes are in operation for the assistance of all vessels. Masters of all vessels must comply with the requirements of Bristol VTS when passing the Lower Shoots Beacon. Masters of all vessels are also advised to contact Sharpness Radio when passing the Lower Shoots Beacon.

Masters of small vessels are advised to follow the above procedures for the safety of themselves, their vessels and crew.

The master of a vessel carrying dangerous or polluting goods is required to give notice of entry into the Harbour to the Harbour Master at least 24 hours before entering the Harbour.

The master of any vessel should ensure that it is not leaking or otherwise discharging oil or other polluting material and that all ballasting or deballasting operations are completed before entering the Harbour. Ballast working and/or all internal transfers of fuel and other oil within the Harbour are prohibited without compelling operational necessity and the prior consent of the Harbour Master.

### **3 TOWAGE AND TOWING OPERATIONS**

No vessel, including a small vessel, shall engage in towage and towing operations within the Gloucester Harbour except in an emergency unless authorised to do so in accordance with the relevant provisions of the latest published "Towage Guidelines for the Gloucester Harbour".

### **4 BYELAWS**

Masters of vessels navigating within the Harbour should familiarise themselves with the Gloucester Harbour Byelaws 1997 and 2006, and any future revision of such Byelaws, which regulate the conduct of vessels in the Harbour.

### **5 RESTRICTED AREAS**

Navigation is restricted or prohibited in the following areas:

#### **i) Second Severn Crossing**

**Navigation is prohibited** within a zone 250 metres either side of the centre line of the Second Severn Crossing:-

- i) From the English shore to the eastern edge of The Shoots, and
- ii) From the Welsh shore to the western edge of The Shoots.

Exceptions:-

- a) Vessels operating in connection with maintenance of the bridge,
- b) Vessels of less than 100 tonnes deadweight,
- c) Survey or Rescue vessels,
- d) Vessels less than 24 metres long.

Vessels listed in the exceptions above shall, if navigating within the restricted area, keep well clear of the bridge piers and shall not stop or anchor within the area except in an emergency or unless authorised by Gloucester Harbour Trustees.

## ii) Narlwood Cooling Water Reservoir

**Navigation is prohibited** to all vessels within the restricted area defined by the following positions, unless specifically authorised by Gloucester Harbour Trustees, Magnox (Oldbury) or in the case of an emergency:

From the shore at 51° 38'.45N 2° 34'.56W, thence to 51° 39'.28N 2° 35'.23W, thence to 51° 39'.50N 2° 35'.10W, thence to 51° 39'.72N 2° 34'.07W, thence to the shore at 51° 39'.70N 2° 33'.75W.

Positions are referred to the WGS84 compatible datum.

Reference should be made to British Admiralty Chart 1166.

## iii) River Severn above Sharpness Point River Wye above the Railway Bridge, Chepstow

The operation of Personal Watercraft such as Jet Skis, Seadoos, Waverunners or similar wet bikes is prohibited in the River Severn above Sharpness Point and the River Wye above the railway bridge, Chepstow.

For the avoidance of doubt, this direction applies to any small craft that is propelled by a water jet, is steered by handlebars and is ridden on rather than in.

All other craft may navigate in these areas subject to a speed limit of 12 knots (except where varied by the Byelaws).

## **6 FIRING PRACTICE AREA – ROGIET MOOR**

Firing practice takes place onshore at Rogiet Moor. The designated Range Authority is responsible for ensuring that there should be no risk of damage to any vessel navigating within the offshore area described below.

A Danger Area extends one mile seaward in a south-easterly direction from the shore at Rogiet Moor.

Vessels are advised to keep clear of the area bounded by the following positions:

From the shore at	51° 34'.50N, 2° 46'.20W
	51° 34'.00N, 2° 45'.75W
	51° 33'.40N, 2° 45'.20W
	51° 33'.90N, 2° 44'.65W
	51° 34'.25N, 2° 45'.20W

To the shore at	51° 34'.55N, 2° 44'.85W
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This area lies to seaward of the firing range at Rogiet Moor, near Caldicot. The ranges are heavily used at all times. When firing is in progress red flags are exhibited from flagstaffs on the seawall.

For further information, or to advise if shipping is expected to enter the Danger Area, contact:

Range Warden on 01633 882184 or:

Caerwent Training Area 01291 424540

Main Ops Room SENTA 01874 635599

## **7 SIZE OF VESSEL**

The size of vessel navigating in the Shoots is currently limited by the New Severn Bridge (Restriction of Navigation) Regulations 1993 (S.I. 1993 No. 190). A copy of article 3 (Prohibition of Navigation) is included as Schedule 3.

## **8 ANCHORAGES**

There are no formally designed anchorages within the Harbour.

## 9 PILOTAGE

The Gloucester Harbour Trustees have made Directions under Section 7 of the Pilotage Act 1987. Pilotage is compulsory within the Harbour for the following vessels:

- i) All vessels whose length overall is 30 metres or above (see note (a) below)
- ii) All vessels carrying dangerous or polluting goods as specified in Statutory Instrument 2016 No. 721 'The Dangerous Goods in Harbour Areas Regulations 2016' and Statutory Instrument 1995 No 2498 'The Merchant Shipping (Reporting Requirements for Ships Carrying Dangerous or Polluting Goods) Regulations 1995'
- iii) All vessels carrying more than 12 passengers.

- NB:
- a) The overall length of the ship, in metres, is measured from the foremost part of the stem to the aftermost part of the stern.
  - b) In the case of two or more vessels being attached to each other, such as when engaged in towing, pushing or lashed alongside, the sum of the overall length of each vessel shall determine whether or not the criteria for compulsory pilotage are met.
  - c) A tug responding to an emergency call from either a vessel being piloted by an authorised pilot or a vessel under the command of the holder of a pilotage exemption certificate shall not be subject to compulsory pilotage.

For further information about pilotage and exemptions refer to the Pilotage Directions or contact the Harbour Master.

## 10 PILOT PORTABLE UNITS (PPU)

- (a) All pilots shall, when circumstances require it, carry with them portable equipment capable of receiving and displaying GPS position and AIS vessel data which operates independently of own vessel's positioning and navigational data display systems.
- (b) The current guidelines to be followed by pilots in the use of the portable equipment are set out in Schedule 4.



## 11 INTERPRETATION

The following words and expressions used in these General Directions shall have the same meaning as that ascribed to them in Byelaw 3 of the Gloucester Harbour Byelaws 1997 and 2006:

- “the Harbour Master”
- “main navigation channel”
- “master”
- “small vessel”
- “vessel”

## 12 CONTACTS

- i) **Harbour Master**  
Gloucester Harbour Trustees  
Navigation House  
The Docks  
Sharpness  
Berkeley  
GL13 9UD

Tel: +44 (0) 1453 811913  
Fax: +44 (0) 1453 810381

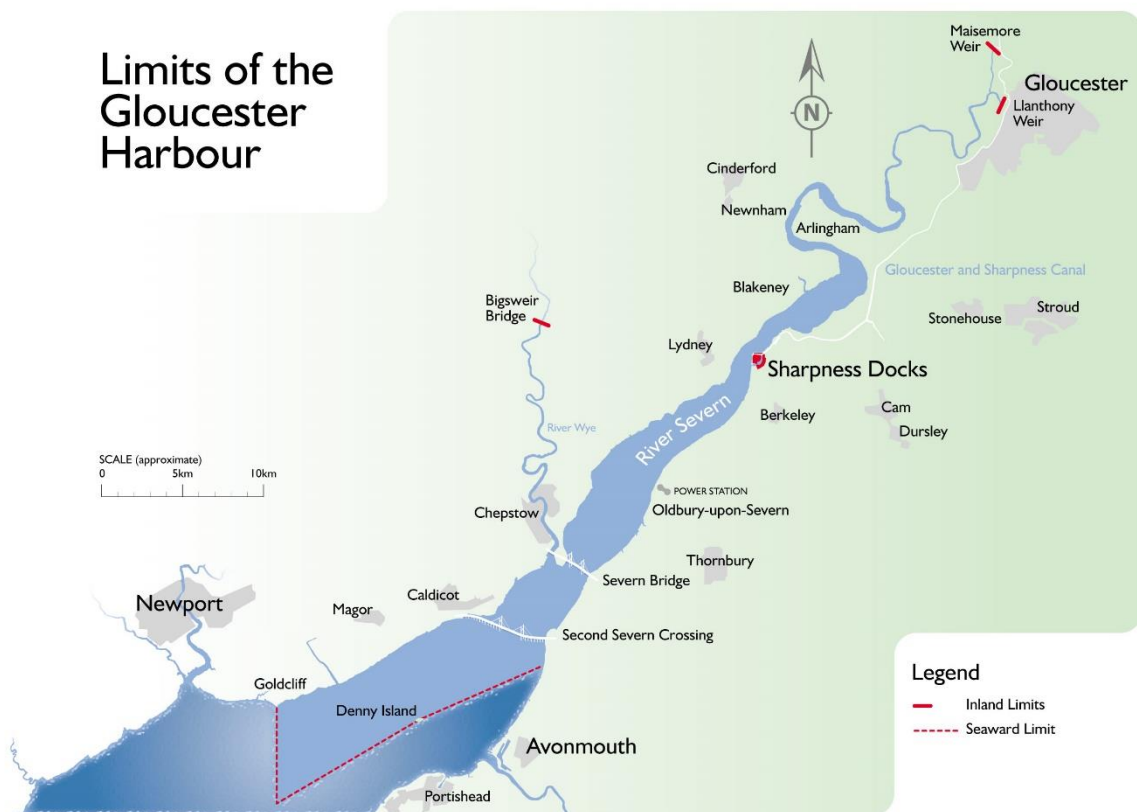
- ii) **Sharpness Pierhead**  
VHF: Channel 13  
Tel: +44 (0) 1453 511968

- iii) **Bristol VTS**  
VHF: Channel 12  
Tel: +44 (0) 117 980 2638

***Gloucester Harbour Trustees***  
***20 November 2018***

# SCHEDULE I

## Map of the limits of the Gloucester Harbour



## **SCHEDULE 2**

### **Rule 9 of the Merchant Shipping (Distress Signals and Prevention of Collisions) Regulations 1996**

#### **Rule 9**

##### Narrow channels

- (a) A vessel proceeding along the course of a narrow channel or fairway shall keep as near to the outer limit of the channel or fairway which lies on her starboard side as is safe and practicable.
- (b) A vessel of less than 20 metres in length or a sailing vessel shall not impede the passage of a vessel which can safely navigate only within a narrow channel or fairway.
- (c) A vessel engaged in fishing shall not impede the passage of any other vessel navigating within a narrow channel or fairway.
- (d) A vessel shall not cross a narrow channel or fairway if such crossing impedes the passage of a vessel which can safely navigate only within such channel or fairway. The latter vessel may use the sound signal prescribed in Rule 34(d) if in doubt as to the intention of the crossing vessel.
- (e)
  - i In a narrow channel or fairway when overtaking can take place only if the vessel to be overtaken has to take action to permit safe passing, the vessel intending to overtake shall indicate her intention by sounding the appropriate signal prescribed in Rule 34(c)(i). The vessel to be overtaken shall, if in agreement, sound the appropriate signal prescribed in Rule 34(c)(ii) and take steps to permit safe passing. If in doubt she may sound the signals prescribed in Rule 34(d).
  - ii This Rule does not relieve the overtaking vessel of her obligation under Rule 13.
- (f) A vessel nearing a bend or an area of a narrow channel or fairway where other vessels may be obscured by an intervening obstruction shall navigate with particular alertness and caution and shall sound the appropriate signal prescribed in Rule 34(e).
- (g) Any vessel shall, if the circumstances of the case admit, avoid anchoring in a narrow channel.

## SCHEDULE 3

### The New Severn Bridge (Restriction of Navigation) Regulations 1993

#### Prohibition of Navigation

3. (1) No person shall navigate or cause or permit to be navigated any vessel within any part of the river, other than the Shoots, situated within 250 metres on either side of the centre line of the new bridge, except-
- (a) a vessel whilst it is in use for the purposes of or in connection with the construction or maintenance of the new bridge;
  - (b) a vessel having a deadweight of less than 100 tonnes;
  - (c) a survey or rescue vessel authorised by the Gloucester Harbour Trustees; or
  - (d) a vessel less than 24 metres long.
- (2) No person shall navigate or cause or permit to be navigated any vessel in the Shoots except:
- (a) a vessel falling within any of sub-paragraphs (a) to (d) of paragraph (1) above;
  - (b) a vessel less than 47.5 metres long and used for fishing or for sport or recreation;
  - (c) a vessel which is recorded in Lloyd's Register of Ships and is either-
    - (i) not given an Ice Class special features notation and is recorded as having a deadweight not exceeding 8000 tonnes; or
    - (ii) is given one of the Ice Class special features notations referred to in column (1) of the table below and is recorded as having a deadweight not exceeding that specified opposite that notation in column (2) of the table:-

(1) Lloyd's Ice Class	(2) Deadweight in tonnes
IAS	6500
IA	6500
IB	7000
IC	7500
ID	7500

and

- (d) a vessel which is recorded in a register kept by an approved classification society and which the Secretary of State has accepted in writing as having, in all material respects, characteristics equivalent to those of a vessel falling within sub-paragraph (c) of this paragraph.

## **SCHEDULE 4**

Current guidelines relating to the use of the portable equipment (PPU) capable of receiving and displaying GPS-derived position information and vessel AIS data

- 1 The principal use of the portable equipment is to provide Pilots with an independent indication of own vessel position and that of others in the approaches to the Second Severn Crossing should a defect be experienced in the radar of a vessel being or to be piloted.
- 2 Pilots should ensure they are familiar with the portable equipment and will be able to make immediate use of it in an emergency. It is essential that the portable equipment is used frequently in normal operational conditions to ensure that pilots are familiarised in its use.
- 3 Operational use of the equipment is left to the pilots' discretion but must be used when any of the following conditions apply:-
  - a) When there is any reasonable doubt as to the reliability of the radar equipment installed on a vessel being or to be piloted, or
  - b) When visibility in the Harbour downstream of the Inward Rock light is expected or likely to be reduced to less than 1 nautical mile, or
  - c) When the Harbour Master considers it necessary in the interests of navigational safety.