



Port of Milford Haven

Milford Haven Port Authority
Pilotage Directions and General Directions 2016

Milford Haven Pilotage Directions

These Pilotage Directions are given by the Milford Haven Port Authority in pursuance of Section 7 of the Pilotage Act 1987. Nothing contained in these Directions relieves the master of his overriding obligation to ensure the safe conduct of his vessel.

1. Pilotage is compulsory within the Haven for all ships, or tug and tow combinations, of 50 metres or more in length overall except:
 - a. General Lighthouse Authority tenders
 - b. Ships which are moving from one berth to another within a dock
 - c. H M ships and certain vessels owned or controlled by H M Government
2. Ships within the Haven including for the avoidance of doubt ships located between the seaward boundary of the Haven and the designated pilot boarding/landing points shall comply with the directions of the pilot but in the event of a pilot not being on board, ships shall also comply with the directions of the Milford Haven Port Authority given by its port control.
3. In agreed circumstances/conditions of bad weather the pilot boarding/landing point for certain vessels up to 25,000 dwt shall be in the vicinity of South Hook Buoy (51 ° 42.1' N 5 ° 06.7'W) provided that:-
 - a. The master has a good working knowledge of English and is familiar with the port
 - b. The master, pilot and port control have agreed the passage procedure taking into account the following:-
 1. The ability of a pilot to supervise entry/departure.
 2. Size of vessel
 3. Draft and freeboard
 4. Visibility
 5. Sea and swell conditions
 6. Other traffic
 7. Vessel's charts
 8. Shore radar status
 9. Navigation aid status
 10. Boarding/landing position
 11. Any other relevant factor
4. For purpose of these Directions the following definitions apply:-

“the Haven” means:-

 - a. All waters over which the Milford Haven Port Authority have jurisdiction (the seaward limit of which is an imaginary line commencing at the western extremity of Studdock Point and drawn in a south-easterly direction to the point of intersection of latitude 51 ° 36.5'N with longitude 05 ° 03.7'W, thence in a westerly direction to the point of intersection of latitude 51 ° 36.5'N with longitude 05 ° 16.7'W thence in a northerly direction to the point of intersection of latitude 51 ° 41.1'N with longitude 05 ° 16.7'W and thence in an easterly direction to the south western extremity of St. Ann's head).
 - and
 - b. the docks and works belonging to the Milford Docks Company and the waters over which they have jurisdiction.

Introduction

This introduction is provided for information only and whilst it does not form part of the General Directions what follows is contained in the Milford Haven Port Authority Act 2002 pursuant to which these General Directions are made.

Milford Haven Port Authority is a public trust harbour and pilotage authority with local legislative powers provided by statute. The Port Authority is responsible for the navigation, safety and traffic regulation of all vessels navigating within the Haven as defined in the Directions.

All Reporting Vessels navigating the Haven must be equipped with a fully operational and well maintained VHF radio. Further, all other Vessels navigating the Haven are recommended to be equipped with a fully operational and well maintained VHF radio in order that they can monitor communications to and from Port Control using Channel 12.

Whilst it is the duty of the Master of any vessel navigating on the Haven to comply with these Directions they do not in any way diminish the Master's responsibility for the Vessel of which he is Master, the persons on board that vessel, its cargo or any third parties or the property of any third parties.

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MILFORD HAVEN PORT AUTHORITY

GENERAL DIRECTIONS

GIVEN BY THE MILFORD HAVEN PORT AUTHORITY BY VIRTUE OF POWERS VESTED IN IT BY SECTION 15 OF THE MILFORD HAVEN PORT AUTHORITY ACT 2002

1. CITATION AND COMMENCEMENT

- 1.1 These General Directions may be cited as the Milford Haven Port Authority General Directions 2016 and shall take effect from 31st March 2016.
- 1.2 Nothing contained in these General Directions shall relieve the Master of any Vessel navigating the Haven of complying with any other Act or Regulation or any Special Direction given by the Harbourmaster.

2. APPLICATION

- 2.1 These General Directions shall apply to all parts of the Haven.
- 2.2 These General Directions should be read in conjunction with the Bye-laws.

3. INTERPRETATION

- 3.1 In these General Directions unless the context otherwise requires:-
- “the Acts”** mean the Milford Haven Conservancy Acts of 1983 and the Milford Haven Port Authority Act 2002.
- “Anchorage”** means an area in the Haven designated by the Harbourmaster as an area in which Vessels can anchor.
- “the Authority”** means the Milford Haven Port Authority.
- “the Bye-laws”** mean the Milford Haven Port Authority Bye-laws 1984 and 1987.
- “the Bridge Team”** means the Person or Persons on board a Vessel having direct control of its navigation.
- “Collision Regulations”** mean the UK Merchant Shipping (Distress Signals and Prevention of Collisions) Regulations 1996 as amended.
- “Clearance”** means an authorisation given by the Harbourmaster to navigate a Vessel in the Haven in a manner requested by the Master (subject to any variation required by the Harbourmaster).
- “Declaration”** means a pre-movement declaration in the form specified either in Appendix 1 or as amended by Notice to Mariners.
- “Dangerous Substance”** means a dangerous substance as defined by The Dangerous Substances in Harbour Areas Regulations 1987.
- “Designated Berth”** means any berth, dock, pier, jetty, quay, wharf, mooring, offshore terminal, or Anchorage or any other area so designated by the Harbourmaster from time to time in a Notice to Mariners.
- “Fairway”** means a navigable channel which is a regular course or track of shipping on the Haven and shown on any chart.
- “the General Directions”** means the Milford Haven Port Authority General Directions 2016.

“the Harbourmaster” means such Harbourmasters as the Authority may appoint pursuant to paragraph 17 of Schedule 1 to the Milford Haven Conservancy Act 1983 and with respect to all acts authorised or required to be done by such Harbourmasters shall include their deputies and assistants and any other person authorised in writing by the Authority to assist them or to perform the duties of Harbourmaster.

“the Haven” means an area bounded by:

an imaginary line commencing at the western extremity of Studdock Point and drawn in a south-easterly direction to the point of intersection of latitude 51° 36' 15" N with longitude 05° 03' 00" W, thence in a westerly direction to the point of intersection of latitude 51° 36' 15" N with longitude 05° 16' 00" W, thence in a northerly direction to the point of intersection of latitude 51° 40' 48" N with longitude 05° 16' 00" W and thence in an easterly direction to the south-western extremity of St Ann's Head; and

the level of high water on the shores of Milford Haven and the approaches thereto within the line aforesaid, including all bays, creeks, pools, inlets and rivers as far as the tide flows other than a creek, pool or inlet into which the tide flows only through a culvert or pipe and other than a dock which is normally tidally enclosed;

but not including any waters which are not for the time being within the territorial waters of Her Majesty's dominions and which is shown on the Chart contained in Appendix 2.

“Incident” means any event which causes damage to any vessel or to Haven property or which causes injury to any person.

“the Master” means the Master or other Person for the time being having or taking charge or command of any Vessel within the Haven.

“Mooring” means any anchor, buoy, pile, post, chain, pillar, and sinker or like apparatus or convenience used for the permanent mooring of vessels.

“Movement” means any navigation of the Haven in respect of which Clearance has been obtained.

“Near Miss” means any event which has the potential to cause damage to any vessel or to Haven property or which has the potential to cause injury to any person, but which does not actually cause such damage or injury.

“Notices to Mariners” means any written Notices to Mariners issued by the Harbourmaster.

“Passage Plan” means a systematic and documented navigational plan in respect of any Movement in accordance with the guidelines contained in Safety of Navigation SOLAS Chapter 5 2002 Annex 25 Guidelines for voyage planning (as may be varied or substituted from time to time), or any similar flagstate administration notice issued pursuant to the associated IMO Conventions on Standards of Training, Certification and Watchkeeping for Seafarers (STCW).

“Person” means any reference to a person (or that person's executors or administrators or trustees) a firm or a body corporate or an unincorporated association.

“Pilot” means a person designated as such by the Authority.

“PEC” means a Pilotage Exemption Certificate issued by the Authority.

“PEC Holder” means a person who holds a PEC.

“Property” means any property infrastructure or equipment situated within the Haven and without prejudice to the generality of the foregoing means sea walls, lock gates, berths, docks, piers, jetties, quays, wharfs or moorings within the Haven.

“Port Control” means the Vessel Traffic Service Centre at Hubberston Point- Call Sign 'Milford Haven Port Control' from which the Harbourmaster's instructions and advice are normally (but not invariably) issued to Masters of Vessels by VHF radio and to which Reporting Vessels must report and other Vessels may report.

“Reporting Point” means a position so designated by the Harbourmaster and shall include the Reporting Points marked on any current United Kingdom Hydrographic Office chart of the Haven which points are detailed in Appendix 3 to these General Directions.

“Reporting Vessel” means every Vessel which is required by these General Directions to report its position, intentions or movements, and includes:

- Vessels of more than 20 metres in length overall
- Vessels engaged in towing

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

“Special Direction” means a direction made pursuant to Section 17 of the Milford Haven Port Authority Act 2002.

“Towmaster” means the person nominated by the master of the towing vessel to carry out the Towmaster's duties as set out in the Port of Milford Haven Towing Guidelines from time to time in force.

“Towplan” means a plan for a towing operation to be conducted by a Towmaster; which must comprise all the action a prudent Master or Pilot would in having conduct of the operation, including but not limited to:

- Risk Assessment
- Method Statement
- Number and position of tugs
- Type of tug (e.g. push/pull, on hip etc.)
- Use of particular tugs
- Position of tugs
- Use of release mechanism
- Manning
- Passage plan berth to berth.

“Vessel” means every description of water craft, including non displacement craft, seaplanes and submarines used or capable of being used as a means of transportation on or under the Haven.

- 3.2 In these General Directions, unless the context otherwise requires:
- 3.2.1 words and expressions used in these General Directions have the same meanings as in the Acts;
- 3.2.2 references to Statutory Provisions shall be construed as references to those provisions as respectively amended or re-enacted or as their application is modified by other provisions (whether before or after the making of these General Directions) from time to time and shall include any provisions of which there are re-enactments (whether with or without modifications).
- 3.3 the headings in these General Directions are for convenience only and shall not affect the interpretation of any provision of these General Directions.
- 3.4 words importing one gender include all other genders and words importing the singular include the plural and vice versa.
- 3.5 references to consent or words to similar effect mean a consent given in advance in writing signed by the Harbourmaster.
- 3.6 By virtue of section 11 of the Interpretation Act 1978 expressions which are defined in the Milford Haven Conservancy Act 1983 but which are not defined in these General Directions have the same meanings in the General Directions as they have in the Act of 1983.

4. COMPLIANCE WITH THE GENERAL DIRECTIONS OR ANY SPECIAL DIRECTIONS

- 4.1 The Harbourmaster may from time to time give special directions in relation to the Haven or the operation of any Vessel in the Haven.
- 4.2 The Master of every Vessel shall observe and obey the General Directions and any Special Directions as shall any person or persons located within the Haven for whatever reason.

5. REMOVAL OF OBSTRUCTIONS

- 5.1 The Harbourmaster may give directions to anyone causing an obstruction to remove such obstruction and also as to the time and manner that such removal is required to occur.

6. USE OF VHF/RT EQUIPMENT

- 6.1 All Reporting Vessels must be equipped with a fully operational and properly maintained VHF radio.
- 6.2 All Reporting Vessels shall maintain a listening watch on VHF on the following channels:
- 6.2.1 when underway on Channel 12;
- 6.2.2 when berthing or unberthing on Channels 15 or 9; and
- 6.2.3 when at anchor on Channel 12.
- 6.3 The Haven's emergency channel is Channel 14 and shall be used only in the event of an emergency occurring.

7. INWARD VESSELS

- 7.1 The Master of every vessel wishing to enter and navigate the Haven shall immediately report to Port Control any damage or suspected damage that could affect the Vessel's ability to navigate and which could in any way impact upon the Haven in a detrimental manner.
- 7.2 If any of the circumstances referred to in 7.1 occur in respect of any Vessel the Master of that Vessel must obtain clearance before proceeding to enter the Haven.
- 7.3 The Master of any Reporting Vessel of 50 metres or more in length shall prior to entering or navigating the Haven prepare a Passage Plan and shall declare to the Harbourmaster that the Passage Plan has been agreed by the Master and the Pilot save in circumstances where the Pilot is not required when such a declaration shall be made by a competent member of the Bridge Team.
- 7.4 The Master of every Reporting Vessel wishing to enter and navigate the Haven shall:-
- 7.4.1 at least twelve hours prior to the arrival at the Haven or on leaving the last port, whichever is later; give notice to Port Control of the Vessel's Estimated Time of Arrival ('ETA') at the seaward limit, draft, cargo, previous port, pilotage requirements and PEC number if applicable and any circumstances which may affect the seaworthiness or manoeuvrability of the Vessel;
- 7.4.2 immediately and in any event at least 2 hours before the Reporting Vessel arrives at the Haven advise Port Control of any amendments to the information provided in accordance with Clause 7.4.1;
- 7.4.3 when it is not less than 30 nautical miles off St Ann's Head confirm the ETA;
- 7.4.4 if towing, provide a full description of the tow and a Towplan to Port Control, obtain the approval of Port Control to the nominated Towmaster and obtain Clearance;
- 7.4.5 if deemed appropriate by the Harbourmaster, provide a Declaration;
- 7.4.6 test main engines, manoeuvring and steering systems immediately prior to arrival but in any event before entering the Haven;
- 7.4.7 immediately advise Port Control on completion of the vessel's movement.

8. OUTWARD VESSELS

- 8.1 This General Direction shall apply to all Reporting Vessels which are either leaving the Haven or navigating on the Haven other than in circumstances to which Direction 7 applies.
- 8.2 The Master of every Reporting Vessel shall neither cause nor permit the Reporting Vessel to leave her Designated Berth or otherwise navigate on the Haven at any time without Clearance and shall:
- 8.2.1 Provide an Estimated Time of Departure (ETD) at least one hour prior to the ETD confirming pilotage requirements and PEC number if applicable;

- 8.2.2 Obtain Clearance from Port Control immediately prior to the commencement of navigation giving draft, cargo, next port, and giving full details of any circumstances which may affect the seaworthiness or manoeuvrability of the Vessel;
- 8.2.3 If towing, provide a full description of the tow and a Towplan to Port Control, obtain the approval of Port Control to the nominated Towmaster and obtain Clearance;
- 8.2.4 If deemed appropriate by the Harbourmaster, provide a Declaration;
- 8.2.5 Immediately advise Port Control on completion of the Reporting Vessel's Movement or when clearing the seaward limit of the Haven.
- 8.3 The Master of any Reporting Vessel of 50 metres or more in length shall prior to leaving a Designated Berth prepare a Passage Plan and shall declare to the Harbourmaster that the Passage Plan has been agreed by the Master and the Pilot save in circumstances where the Pilot is not required when such a declaration shall be made by a competent member of the Bridge Team.

9. REPORTING POINTS

A Reporting Vessel shall report to Port Control immediately such Vessel passes a Reporting Point.

10. BRIDGE MANNING

- 10.1 The Master of every Reporting Vessel of 50 metres or more in length when navigating the Haven shall have a Bridge Team of at least 2 persons on its bridge or other control position and those persons shall be:-
- 10.1.1 The Master or PEC holder.
- 10.1.2 A member of the crew of the Reporting Vessel capable of:
- 10.1.2.1 Taking charge of the Vessel; and
- 10.1.2.2 When a Pilot is on board, taking and acting upon the pilot's instructions.

11. COMPETENT HELMSMAN

The Master of every Vessel shall ensure that it is steered at all times by a Person competent to do so save that the use of automatic steering within the Haven is permissible provided that there is a competent Person immediately capable of taking over the steering of the Vessel.

12. LOOKOUT/ANCHORS

Every Reporting Vessel of 50 metres or more in length when navigating to the east of the Angle Buoy shall have a lookout stationed forward with direct communication to the bridge or other control position and the anchors shall be cleared away ready for immediate use.

13. DEEP DRAUGHT VESSELS

Vessels with a draught of 12 metres or more shall exhibit the appropriate shape and light(s), and in Restricted Visibility shall make the appropriate sound signals by a vessel so constrained, prescribed by the Collision Regulations.

14. ANCHORED VESSELS AND VESSELS AGROUND

- 14.1 Reporting Vessels wishing to anchor inside the Haven must first obtain Clearance.
- 14.2 Vessels at anchor shall maintain an appropriate anchor watch.
- 14.3 Reporting Vessels at anchor, moored or aground must exhibit the appropriate shapes and lights prescribed by the Collision Regulations.

15. ESCORTING

- 15.1 The following Vessels must be escorted in the Haven, either passively or actively:
- 15.1.1 all laden or part-laden Vessels of 50,000 tonnes deadweight and above; and
- 15.1.2 all laden or part-laden Vessels between 25,000 and 50,000 tonnes deadweight carrying persistent oils or any other cargo that the Harbourmaster shall designate.

16. RESTRICTED VISIBILITY

- 16.1 Vessels of 30,000 tonnes deadweight or more and all LPG vessels shall not enter or move within the Haven if visibility is less than 1 nautical mile.
- 16.2 Vessels of less than 30,000 tonnes deadweight carrying a Dangerous Substance or polluting cargo in bulk, shall not enter or move within the Haven if visibility is less than 0.5 of a nautical mile.
- 16.3 Reporting Vessels shall not enter or move within the Haven if visibility is less than 0.1 of a nautical mile.

17. FISHING VESSELS

- 17.1 Fishing Vessels of more than 20 metres in length may navigate on the Haven by night or in Restricted Visibility provided:
- 17.1.1 they have on board a person with a valid Fishing Vessel Navigation Permit issued by the Authority; or
- 17.1.2 if no valid Fishing Vessel Navigation Permit holder on board such fishing Vessel may only move outwards at night or in Restricted Visibility with a pilot on board or with a pilot launch escorting the Vessel.

18. IDENTIFICATION OF VESSEL

Any Vessel operating on the Haven which is not registered pursuant to Merchant Shipping Act 1995 and marked accordingly shall either be marked with that Vessel's name or with some other means of identification approved by the Harbourmaster in writing.

19. LOADING, UNLOADING, EMBARKATION OF PASSENGERS ETC.

- 19.1 The Harbourmaster may give directions for regulating:
- 19.1.1 the loading, unloading and transfer of goods;
 - 19.1.2 the embarkation and disembarkation of passengers; or
 - 19.1.3 the loading, removal and disposal of ballast; and
 - 19.1.4 any other matter affecting the navigation and safety on the Haven.
- 19.2 No vessel shall be offered to the general public for commercial use (including but not limited to fishing charters, dive boats and safety boats) unless:
- 19.2.1 It is certified under the appropriate Maritime and Coastguard Agency Code of Practice; or
 - 19.2.2 Prior to the vessel being so offered, the Master has presented to the Authority a compliance examination report prepared by an authorised person for a certifying authority in accordance with the appropriate Maritime and Coastguard Agency Code of Practice.

20. VESSELS TO BE MOORED, ETC. AS DIRECTED

- 20.1 Vessels on the Haven shall moor, anchor, place, or move, and shall cease to moor, anchor, place, or move only in accordance with directions from time to time given by the Harbourmaster.
- 20.2 A person shall not move or attempt to move or cause a Vessel to be moved from any berth or place contrary to the directions of the Harbourmaster or, in the case of a Vessel exceeding 20 metres in length, without the permission of the Harbourmaster save in emergency and then only in circumstances when it is not practicable to obtain further directions of the Harbourmaster.

21. MOORINGS

- 21.1 A person shall not lay down or keep a Mooring on the Haven without first obtaining the consent in writing of the Harbourmaster; and such consent may be granted subject to conditions. A mooring shall forthwith be removed if the Harbourmaster so directs.
- 21.2 If the owner of a Mooring on the Haven shall not comply with any direction of the Harbourmaster given to remove the Mooring, the Harbourmaster may, on giving where reasonably practicable notice, remove such Mooring.

22. NAVIGATING AGAINST THE TIDAL STREAM

- 22.1 Except where a vessel:
- 22.1.1 Is restricted in her ability to manoeuvre and displaying the signals required by the Collision Regulations for such vessels; or
 - 22.1.2 Can safely navigate only within a channel;
 - 22.1.3 Is under sail; or
 - 22.1.4 Is powered by oars or paddles; and is navigating against the tidal stream the master of such vessel shall,

on approaching bends in the channel or any congested areas of the Haven or any other circumstances which may be dangerous, slacken speed or stop his vessel so as to allow the vessel navigating with the tidal stream to pass clear of his vessel.

23. FAIRWAYS

- 23.1 A Vessel shall not cross the Fairway at such a time or in such a manner as to cause danger or inconvenience to Vessels passing up or down the Fairway.
- 23.2 No Vessel (whether sailing or power-driven) which is not confined to a channel by reason of its draught, shall make use of that channel in such a way as to cause obstruction to any other Vessel (whether sailing or power-driven) which is confined to that channel by reason of its draught.
- 23.3 A Vessel shall not anchor in a Fairway except for the purpose of manoeuvring or in an emergency.

24. COLLISIONS TO BE REPORTED

The Master of a Vessel involved in any kind of collision and/or allision which causes significant damage to either his Vessel or any other Vessel or Property within the Haven must immediately report such collision or allision to the Harbourmaster.

25. VESSELS SUNK, GROUNDED OR STRANDED

The Master of a Vessel or if towed, the Master of the towing Vessel, which has sunk, grounded or stranded in the Haven shall inform the Harbourmaster immediately giving the position of such Vessel or grounding and such particulars as may reasonably be required by the Harbourmaster to ensure the safety of navigation and/or the protection of the Haven and any Person within the Haven.

26. REPORTING OF INCIDENTS AND NEAR MISSES

The Master of a vessel or if towed the Master of the towing vessel, shall inform the Harbourmaster immediately of any incident or near miss in which that vessel is involved.

27. TOWING OF FLOATS OR RAFTS OF TIMBER

No Vessel shall tow or navigate a float, pontoon or raft of timber exceeding 20 metres in length on the Haven except with the prior consent of the Harbourmaster and in accordance with his directions.

28. WATER SPORTS

No person shall without the prior consent of the Harbourmaster engage or take part in the activities of water ski-ing, sailboarding, aqua-planing, para-kiting or any other activity outside the designated areas which in the reasonable opinion of the Harbourmaster has the potential to cause injury or hazard to any person or Vessel on the Haven.

29. SECURE BERTHING

Every Vessel berthed or moored on the Haven shall be securely made fast as close as is safe and practicable to some Mooring, buoy, wharf, pier, quay, jetty stage or dolphin.

30. VESSEL NOT TO ANCHOR OR REMAIN IN SWINGING GROUNDS

A Vessel shall not, without the permission of the Harbourmaster, be placed or remain in such position as to obstruct or interfere with the turning of Vessels on the Haven.

31. REPORTING VESSELS TO BE KEPT IN MOVEABLE CONDITION

- 31.1 Except with the consent of the Harbourmaster Reporting Vessels located on the Haven shall at all times be kept in a moveable condition, maintain sufficient power and have sufficient persons on board to carry out the directions of the Harbourmaster with reasonable despatch.
- 31.2 The Master of a Reporting Vessel shall not absent himself from that Vessel unless he leaves in charge another person who can competently and lawfully navigate that Vessel on the Haven and has the ability to properly comply with these General Directions.
- 31.3 Whilst such a Reporting Vessel is moored fore and aft to permanent Mooring or moored to a berth, the Moorings of the Vessel and the sufficiency thereof shall be carefully attended and slacked off or hove in from time to time as may be necessary by reason of the rise or fall of tide or inconvenience to other users of the Haven.
- 31.4 No Master or other person shall moor a Vessel or allow a Vessel to remain at a berth except with the permission of the owner of the berth.

32. NOTIFICATION OF ANCHOR, CHAIN OR CABLE LEFT IN HAVEN

- 32.1 The Master of a Vessel which has slipped, parted from or lost any anchor, chain or cable in the Haven shall immediately notify Port Control of the position of such anchor, chain, cable and if the Harbourmaster so directs shall cause such anchor, chain or cable to be recovered as soon as practicable.
- 32.2 The Master of a Vessel which has slipped or parted from her anchor shall mark the position of such anchor by means of a buoy.

33. FOULING OF MOORINGS OR CABLES

If at any time the anchor of a Vessel fouls any moorings or electric or other cables or pipelines within the Haven the Master of the Vessel shall report the incident immediately to Port Control and shall if it is safe and practicable await instructions before proceeding to clear the same.

34. DREDGING AND/OR DIVING

- 34.1 No Vessel shall without the prior consent of the Harbourmaster dredge in the Haven with drags, hooks, nets or other apparatus of any kind save for the purposes of immediately recovering items dropped overboard from vessels under 20 metres in length.
- 34.2 No person or persons shall dive commercially within the Haven without the prior consent of the Harbourmaster save for the routine maintenance of a recreational vessel under 20 metres in length by the owner or unpaid crew.

35. MARKING OF FISHING GEAR

- 35.1 The Master of any vessel deploying fishing gear with the Haven shall ensure that:
- 35.1.1 The fishing gear is set outside any navigable channel; and
 - 35.1.2 If it is to be left unattended, it is marked by a Dahn buoy or container, either of which must have a black flag above it. The Dahn buoy or container must clearly display the identity of the laying vessel.

36. NOTIFICATION OF OUTBREAK OF FIRE

- 36.1 In case of an outbreak of fire on a Vessel the Master of that Vessel shall:
- 36.1.1 Take immediate and appropriate action to extinguish the fire using the ship's fire-fighting equipment;
 - 36.1.2 Ensure that the Port Control are immediately notified.

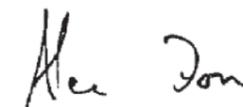
37. LAUNCHING OF VESSELS

- 37.1 Any person intending to launch a Vessel exceeding 20 metres in length into the Haven shall at least ten days before the date fixed for the launch give the Harbourmaster notice in writing of the place, day and hour of the proposed launch.

38. CONDUCT OF REGATTAS, ETC.

- 38.1 The organiser of any boat race, regatta or any other occasion when a number of Vessels are expected to assemble on the waters of the Haven shall give not less than ten days' notice to the Harbourmaster.
- 38.2 All races and similar events shall be conducted on courses and at times in accordance with the directions and consent of the Harbourmaster.
- 38.3 A risk assessment will be required before permission will be granted. This risk assessment is to demonstrate that the risks assessed are as low as reasonably practicable.

Given under the Common Seal of the Milford Haven Port Authority this 31st day of March 2016



Secretary

Appendix I

**PORT OF MILFORD HAVEN CHECKLIST
SCHEDULE 2 – October 2015**

MSF 5029 Rev 10/14

ARRIVAL
MOVEMENT
SAILING
Name of Vessel:

PLEASE TICK AS APPROPRIATE

Flag:	Call Sign:	DWT:
Port of Registry:	IMO Number:	GRT:
Class:	Owner:	Length Overall:
Agents:	Year Built:	Beam:

Propulsion Type:	Cargo Type:	
Bow Thruster:	Power:	Cargo Total for this Movement:
Stern Thruster:	Power:	Deepest Draft for this Movement:
Vessel Loading or Discharging?		
Special Manoeuvring Equipment (e.g. Becker Rudder; Twin Screw)		

Construction and Technical Equipment

All in good working order: **Yes / No**

Confirm the pilot ladder is properly constructed; recently inspected; in good condition and rigged as per SOLAS and IMO requirements: **Yes / No**

Deficiencies:

Weighted monkey fists on heaving lines are banned in this Port. Criminal prosecution may result if these are deployed.

Confirmation that no weighted lines will be used: **Yes / No**

Navigation/ Communication Equipment

All in good working order: **Yes / No**

Deficiencies:

Safety Certification and Documentation Held

All valid: **Yes / No**

Deficiencies:

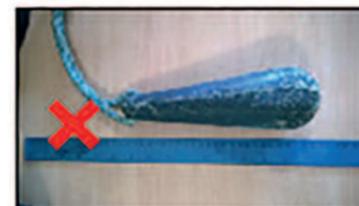
ETA:	Masters Surname:	Initial:
Last Port:	Pilot Required: Yes / No	
Next Port:	PEC No.:	
Date:		



SAFETY BULLETIN No. 2

DANGEROUSLY WEIGHTED SHIPS HEAVING LINES

There have been several instances where dangerously weighted heaving lines, including the use of monkey's fists with additional weights inserted into them, have been used resulting in serious injury. Further guidance is contained in Ch 26 section 26.3.5 in the 2015 edition of the Code of Safe Working Practices for Merchant Seafarers.



Vessels using dangerously weighted heaving lines in the UK may be subject to prosecution

MSF 5029 Rev 10/1

To arrange a subscription to future Safety Bulletins go to <https://www.gov.uk/government/publications/maritime-and-coastguard-agency-mca-safety-bulletin> For further information please contact Ship Safety Branch, Maritime & Coastguard Agency Tel: +44 (0) 2380 329 100
Issued: 28 September 2015

Appendix 2**REPORTING POINTS – INBOUND**

Vessels must report to the Port Control when passing in the vicinity of the following:-

POINT	NAME	LATITUDE POSITION	LONGITUDE POSITION	REMARKS
ALPHA	West Approach	51° 39'.30 N	05° 18'.00 W	Arriving from West
BRAVO	South Approach	51° 36'.25 N	05° 14'.10 W	Arriving from South
CHARLIE	East Approach	51° 36'.25 N	05° 08'.60 W	Arriving from East
DELTA	St. Ann's Light Buoy	51° 40'.21 N	05° 10'.17 W	When using West channel
ECHO	Sheep Light Buoy	51° 40'.12 N	05° 08'.58 W	When using East channel
FOXTROT	Thorn Rock Light Buoy	51° 41'.70 N	05° 07'.65 W	
HOTEL	Cunjic Light Buoy	51° 41'.98 N	05° 02'.55 W	
KILO	Wear Spit	51° 41'.69 N	04° 58'.73 W	Bound for Pembroke Dock

REPORTING POINTS - OUTBOUND

Vessels must report to the Port Control when passing in the vicinity of the following:-

POINT	NAME	LATITUDE POSITION	LONGITUDE POSITION	REMARKS
KILO	Wear Spit	51° 41'.69 N	04° 58'.73 W	
JULIET	Milford Docks	51° 42'.68 N	05° 02'.40 W	When Departing Milford Docks
HOTEL	Cunjic Light Buoy	51° 41'.98 N	05° 02'.55 W	
GOLF	Qatar Light Buoy	51° 41'.78 N	05° 05'.25 W	
DELTA	St. Ann's	51° 40'.21 N	05° 10'.17 W	When using West channel
ECHO	Sheep Light Buoy	51° 40'.12 N	05° 08'.58 W	When using East channel



Port of Milford Haven

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