



PORTLAND HARBOUR AUTHORITY LIMITED



Local Notice to Mariners

No 26/2017

DANGEROUS GOODS IN HARBOUR AREA REGULATIONS 2016

Notice is hereby given that Masters of all vessels carrying Dangerous Goods when arriving, departing or lying within the Portland Harbour Authority area of jurisdiction will be required to comply with these Regulations.

Application

These Regulations apply in every harbour and harbour area and to any part of a harbour in the territorial waters of Great Britain. Dangerous Substances are those as Schedule 1 of the regulation.

Notice of Entry of Dangerous Substances

The following information is required by the Harbour Master, in writing, in respect of the advance notification of the entry of all dangerous goods arriving by sea into the Port of Portland. Advance notification must be received at least 24 hours prior to the arrival of the vessel at Portland, this information may be given by the vessels Master or Agent.

Where a voyage is of less than 24 hours duration, a shorter period of notice will be accepted however notification must be sent from the last port of call to ensure details are received prior to the vessels arrival at Portland.

1) Vessel Details

Name and call sign of vessel
Overall length, beam and draft.
ETA at Portland

2) Dangerous Goods on-board (specify for discharge or transit)

Correct technical name and quantity of substance/s
UN Number/s
IMO Hazard Classification
Details of the number and type of packages onboard

3) Explosives (if applicable)

UN Number
Class
Division
Compatibility group
Net explosive content

Advance notification should be sent to the Harbour Master by the following means:

E-Mail: eta@portland-port.co.uk

Marking and Navigation of Vessels

1) Flags and lights to be displayed by vessels

The master of any vessel to which these regulations apply shall ensure it displays from sunrise to sunset a red flag (Bravo) and between sunset to sunrise an all round red light.

2) Vessels to keep a safe distance from moored or anchored vessels displaying the above flag or light in (1)

A master shall not bring his vessel alongside a moored or anchored vessel which is displaying the above flag or light in (1) without the permission of Portland Harbour Authority and the master of the vessel, and shall otherwise keep his vessel a safe distance from that vessel.

3) Use of VHF

The master of a vessel to which these regulations apply shall ensure at all times when in the Portland Harbour Authority area of jurisdiction a listening watch is kept on VHF Ch74 except:

- a) When the vessel is at a berth
- b) For short periods when the radio is tuned to another frequency for operational purposes

4) Anchoring and mooring of vessels

The master of a vessel which is carrying a dangerous goods or on board which dangerous goods are to be loaded shall anchor or moor his vessel only at such places and at such times as Portland Harbour Authority directs and shall ensure that any condition the Harbour Master may impose with regard to anchoring or mooring are complied with. The master shall not permit his vessel to be moved from an anchorage or berth until he is so authorised by Portland Harbour Authority.

5) Mobility of vessels

The master of a vessel carrying dangerous goods, must ensure that the vessel is in a state of readiness to be moved at any time tidal conditions permitting and shall not immobilise his vessel without seeking an exemption certificate in writing from Portland Harbour Authority. Any such exemption may be granted subject to conditions and to a limit of time and may be revoked at any time by a certificate in writing. Vessels carrying Class 1 Dangerous Substances (Explosives) shall not be granted an exemption.

Fitness of Vessels

The master of any vessel which is designed to carry either Dangerous Chemicals in bulk or Liquefied Gases in bulk shall not carry, load or unload any liquid dangerous substance in bulk in the Portland Harbour Authority area of jurisdiction unless, the vessel has a valid certificate of fitness for the carriage of the substance in bulk issued under the authority of the Government of the country of registration of the vessel and he complies with any condition of carriage laid down in that certificate.

Operations Forbidden on Vessels without Prior Permission

The master of any vessel carrying or which has recently carried liquid dangerous goods in bulk shall ensure that none of the following operations are commenced:

- The discharge from the vessel's tanks of ballast or slops contaminated with any dangerous substance;
- The cleaning or ventilation of any tank which was last used to carry a dangerous substance; or
- The pumping overboard of bilges contaminated with any dangerous substance

The master of any vessel carrying, or which has recently carried, flammable liquid in bulk shall ensure that none of the following operations are commenced:

- The gas freeing of any tank which was last used to carry the substance
- The cleaning of any such tank with water, steam, detergents or other chemicals
- The purging of such a tank with inert gas
- The washing of a tank with crude oil during unloading

Unless Portland Harbour Authority has given permission.

Untoward Incidents

The master of a vessel carrying dangerous goods must immediately inform the harbour master, or if the vessel is at a berth, the berth operator and the harbour master, of any untoward incident which occurs or has occurred on the vessel.

The berth operator must immediately inform the harbour master, and the master of any vessel at the berth, of any untoward incident which occurs on the berth.

Where an untoward incident occurs during the operation of handling dangerous goods, the person in control of the operation must stop the operation as soon as it is safe to do so and must immediately report the incident to the harbour master, the berth operator and the master of any vessel that may be affected by the incident and, where appropriate, the emergency services.

An "untoward incident" means an incident involving or threatening the containment of dangerous goods inside a harbour area, which might create in the harbour area a serious risk to the health and safety of any person or a risk to the safety of a vessel.

LNTM 10/2016 is hereby revoked

This Notice is issued under the powers vested by the Portland Harbour Revision Order 1997.

Captain M Shipley
General Manager (Marine)
9th January 2017

Owners, Agents, Yacht Clubs and Recreational Sailing Organisations should ensure that the contents of this notice are made known to the Masters or persons in charge of their vessels or craft.