



## LOCAL NOTICE TO MARINERS No. 13 of 2018

### NOTICE TO SMALL CRAFT

**MARINERS IN GENERAL AND THE SKIPPERS OF SMALL CRAFT IN PARTICULAR ARE REMINDED** of a few rules and safety considerations that apply in Littlehampton harbour:

- **General Rules whilst within the Littlehampton Harbour Limits:**

We want to encourage as much use of our beautiful harbour as possible, but a few sensible rules are in place to allow everyone to enjoy the harbour safely and responsibly and without damaging the environment. A full list of rules that apply within the harbour are contained in the Littlehampton [General Directions](#), these are a set of [enforceable](#) rules which apply to all harbour users. A person who fails to comply with a General Direction is guilty of an offence and liable on summary conviction to a fine not exceeding level 4 on the standard scale (currently £2,500).

- **Lifejackets and Lifesaving Equipment:**

The importance of routinely wearing both appropriate and suitably tested lifejackets cannot be overstated. This minimum precaution can dramatically increase both the chances of survival and the likelihood of rescue for anyone in the water. In addition, any vessel going to sea should carry a means of calling for help (VHF radio and mobile telephone in a waterproof bag), a Mayday Card, distress flares and portable buoyancy equipment. If planning a passage further offshore consideration should be given to the use of personal locator beacons (PLB or EPIRB). Carriage of lifesaving equipment will ensure that assistance to the vessel or those overboard is rendered without delay. The local RNLI Community Safety Team run lifejacket clinics and can be contacted via [Facebook](#).

- **Disposal of Time Expired Pyrotechnics:**

Guidance on [disposal of time expired pyrotechnics](#) (TEPs) is provided by the MCA. General advice if you have TEPs is to contact one of the organisations below:

- The place you bought them (they may offer a 'take back' scheme);
- Local Marinas or Yacht Clubs (a small charge may apply);
- Life Raft Service Stations (some offer a service);
- The Council (they may be accepted at local recycling centres).

If you are still unable to dispose of flares, you can then contact your nearest Coastguard Licensed Site who will advise if they are able to help.

- **Safe Speed:**

The Harbour speed limit is 6½ knots but we ask that once you have cleared 'The Narrows' inbound, you respect the request for NO WASH. The speed limit applies from the entrance beacons at the mouth of the river and 6 miles up-river to Arundel. The harbour is increasingly used by people for a variety of activities including kayaking, paddle boarding and open water swimming, vessels exceeding the speed limit put other river users at risk. The observance of harbour speed limits and maintenance of a safe speed appropriate to conditions will reduce the risk of an accident and the extent of damage or injury. An important factor in assessing appropriate speed is the effect of wash on other harbour users.

- **Good Lookout:**

It is absolutely essential that a good lookout is kept at all times when underway. Mariners are reminded that under Rule 5 of the International Regulations for Preventing Collisions at Sea, 1972 (COLREGS) - Lookout, *"Every vessel shall at all times maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision"*. A vigilant watch will reduce the risk of collision with other vessels and will ensure that assistance is rendered to vessels in difficulty without delay.

## LOCAL NOTICE TO MARINERS No. 13 of 2018

- **Narrow Channels:**

Mariners are reminded that under Rule 9, section 9(b) of the International Regulations for Preventing Collisions at Sea, 1972 (COLREGS) - Narrow Channels "A vessel of less than 20 metres in length, or a sailing vessel, shall not impede the passage of a vessel which can navigate only within a narrow channel or fairway". This is especially important during the entry and exit of larger commercial vessels subject to pilotage.

- **VHF Radio:**

Mariners are reminded to monitor VHF Channel 71 when within the harbour limits. Local Port Service broadcasts are made on this channel advising when the navigational channel is closed due to the passage of a large commercial vessel. On completion of a shipping Act, the re-opening of the harbour is also announced. Mariners are reminded to stay on their moorings until this broadcast has been made. Emergency assistance is immediately available through the HM Coastguard via VHF Channel 16.

- **Vessel Licensing Regulations:**

The MCA publishes [guidance on the legal requirements](#) relating to small vessels in commercial use such as hire or charter. Such vessels must be properly inspected and certificated by the appropriate authority prior to operating commercially.

- **Harbour Dues:**

**[HARBOUR DUES MUST BE PAID BEFORE GOING AFLOAT](#)**. Harbour Dues are an important part of funding the harbour and go towards the maintenance of infrastructure as well as dredge activity - keeping the harbour open for all. For more details of conservancy activity please contact the Harbour Office or see a copy of the Littlehampton Harbour Board [Annual Report](#). Not displaying your plaque wastes time and money for the harbour and is an offence under the LHB General Directions. Please display your plaque so that it can be seen by harbour staff during periodic inspections.

- **Reporting Incidents or Damage:**

Incidents involving damage or injury within the harbour should be reported to the harbour office as soon as possible. Incident report forms are available at the harbour office and on the [harbour website](#).

- **Website and Additional information**

Safety information is available on our website at [www.Littlehampton.org.uk](http://www.Littlehampton.org.uk). General safety information can be found through the [RNLI](#), [MCA](#) and [RYA](#) websites.

**Owners, Agents, Charterers, Marinas, 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.**

This standing Local Notice supersedes LNtM 02 of 2011 which is itself cancelled.

A handwritten signature in blue ink that reads "B Johnson".

Billy Johnson  
Harbour Master

11<sup>th</sup> October 2018