

NOTICE TO MARINERS

No 2 – 2026

HEYSHAM HARBOUR

REGULATION OF VESSEL MOVEMENTS

NOTICE IS HEREBY GIVEN that the following procedures apply to vessel movements within Heysham Harbour and the harbour limits. These procedures have been established to promote the safe and efficient navigation of all vessels.

Inward-bound vessels

1. All vessels must notify Heysham Port Control (VHF Ch. 14) when passing (as appropriate) Lune Deep Buoy, No. 2 Buoy, and No. 6 Buoy. The notification must include the vessel's intended destination (e.g. details of the berth or anchorage).
2. Vessels must not proceed inwards of No. 6 Buoy and enter the Harbour without first notifying Heysham Port Control.
3. All vessels must notify Heysham Port Control when all fast or anchored (as appropriate).

Outward-bound vessels and vessels navigating solely within the harbour limits

4. In addition to any other notice given to Heysham Port Limited, all vessels must notify Heysham Port Control of their intention to depart from a berth or anchorage **30 minutes** and **15 minutes** before the intended departure time.
5. All vessels must notify Heysham Port Control immediately before departing from a berth or anchorage. The notification must include the vessel's intended destination (e.g. details of berth, anchorage, or next port).
6. Under normal circumstances, vessels must not navigate within the Harbour when:
 - (a) another vessel is inward bound and has passed No. 6 Buoy, or

(b) another vessel is navigating within the Harbour, unless the other vessel is the Heysham Pilot Launch or a tug(s) assisting with the manoeuvre.

7. All vessels must notify Heysham Port Control when (as appropriate) passing No. 2 Buoy outwards or when all fast or anchored.

Conflict of departure times

8. When pre-advised departure times conflict, vessels operating on regular, scheduled services and departing at their scheduled departure times should usually take priority and depart before vessels:
- (a) not operating on regular, scheduled services,
 - (b) giving short notice of departure times, or
 - (c) operating on regular, scheduled services, but which are departing either earlier or later than the scheduled departure time.

Notwithstanding, if a vessel's safety could be prejudiced in such situations, the vessel at risk should depart first. The agreement on the order of departure must be clearly communicated between the vessels concerned and Heysham Port Control.

Clear harbour entrance

9. Mariners' attention is drawn to Navigation Guideline No. 5 "Clear Harbour Entrance":

Vessels arriving and departing shall not ordinarily pass each other between the North and South Piers and No. 8 Buoy. This manoeuvre may only be undertaken with the agreement of the Masters, Pilots, or Pilotage Exemption Certificate Holders of both vessels, and Heysham Port Control must be informed of their agreement.

General

10. The notifications required under paragraphs (1) and (4) must be given in addition to any:
- (a) pilotage notification required under the Port of Heysham Pilotage Directions,
 - (b) notification before entry into port as required in accordance with the Merchant Shipping (Vessel Traffic Monitoring and Reporting Requirements) Regulations 2004 (as amended), or
 - (c) other notification as required from time to time by Heysham Port Limited or by statute.

11. Any information provided by Heysham Port Control will not absolve any master from their responsibilities in respect of their vessel and its safety.
12. The master of a vessel who causes their vessel to enter, leave, or manoeuvre within the Harbour and the harbour limits without first notifying Heysham Port Control may be guilty of an offence and subject to prosecution.

This Notice must be read in conjunction with The Heysham Harbour Byelaws 1979, Port of Heysham Pilotage Directions, Notices to Mariners in force, and Guidelines issued from time to time by Heysham Port Limited.

These procedures were initially established after consultation with Harbour users and were first published in Notice to Mariners Nø8/2017. These procedures have been rewritten to improve their clarity.