



## **NOTICE TO MARINERS**

**No. 4 of 2014**

### **Vessel Speed and Under Keel Clearance**

#### **Vessel Speed**

The Master of a vessel navigating within the harbour shall navigate the vessel with care and caution, commensurate with local circumstances and conditions and in such manner as shall not cause annoyance to the occupants of any other vessel or cause damage or danger to any other vessel or to any moorings or other property.

Due care should be taken when passing vessels working or moored on berths adjacent to navigational channels.

Extra caution may be necessary over the Low Water period when "draw off" can cause particular problems to berthed vessels and wash will accentuate movement in shallow water.

Mariners are advised that it is an offence to proceed at excessive speed where damage or risk of damage may be caused by wash or displacement. Caution should be exercised when passing piers, moorings, beaches, recreational activities and any other areas involving property or persons. Owners and operators of high speed craft, RIB's and PWC should be particularly vigilant regarding their speed and the wash that can be created. Such craft should be operated in a courteous manner with consideration being given to other mariners.

#### **Minimum Under Keel Clearance (UKC).**

Mariners are reminded that vessels entering or leaving the port of Belfast should only do so after careful consideration of the dangers to navigation and only after the master is satisfied that there is sufficient under keel clearance for the vessel at all times. Vessels navigating in the navigational channels must have a minimum UKC of 1 metre.

Mariners are advised that when determining safe under keel clearance consideration must be given to any special circumstances that may exist, including atmospheric conditions, effects of wash from other vessels and wind direction that may result in a reduction to the height of tide and the effects of squat and interaction that may result in an increase in the draught of the vessel.

Masters of vessels navigating or working outside of the Maintained Channels in determining a safe UKC should take into consideration the date of survey as marked on the appropriate Admiralty Chart. The survey data box for Chart 1752 Edition 3 (Approaches to Belfast) is appended to this notice at Appendix 1.



CAPTAIN K G ALLEN  
BELFAST HARBOUR MASTER  
PORT CENTRE CAPTAIN

30 January 2014

**Appendix 1 to Notice to Mariners 4/2014**

